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STATE OF NORTH CAROLINA

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NINETEENTH REPORT

OF THE

# CORPORATION COMMISSION

FOR THE

BIENNIAL PERIOD, 1917-1918

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COMPILATIONS FROM RAILROAD RETURNS ARE FOR YEARS ENDING  
DECEMBER 31, 1916 AND 1917

RALEIGH  
EDWARDS & BROUGHTON PRINTING COMPANY  
STATE PRINTERS  
1919

STATE OF NORTH CAROLINA  
CORPORATION COMMISSION

---

W. T. LEE, CHAIRMAN;  
GEORGE P. PELL,  
A. J. MAXWELL,  
COMMISSIONERS.

J. S. GRIFFIN, *Clerk*.  
MISS E. G. RIDDICK,  
MISS META ADAMS,  
*Assistant Clerks.*

---

RATE DEPARTMENT.

W. G. WOMBLE, *Rate Clerk*.  
WILEY G. BARNES, *Stenographer*.

TAX DEPARTMENT.

O. S. THOMPSON, *Tax Clerk*.  
MISS BELLE ANDREWS,  
MISS ILA BARNES,  
MISS MARION BAKER,  
MISS GRACE LEE,  
*Assistant Clerks.*

BANKING DEPARTMENT.

S. A. HUBBARD, *Bank Examiner*.  
W. H. WOOLARD,  
C. W. CLONINGER,  
*Assistant Examiners.*  
T. H. BENNETT, *Bank Clerk*.



## LETTER OF TRANSMITTAL

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DEPARTMENT OF THE CORPORATION COMMISSION,

RALEIGH, N. C., December 31, 1918.

*His Excellency, T. W. BICKETT,  
Governor of North Carolina,  
Raleigh, N. C.*

SIR:—We have the honor to submit herewith report of the Corporation Commission for the year ending December 31, 1918.

Respectfully submitted,

W. T. LEE, *Chairman;*

GEORGE P. PELL,

A. J. MAXWELL,

*Commissioners.*





## DECISIONS AND ADJUSTMENT OF COMPLAINTS.

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### CITIZENS OF KINSTON v. ATLANTIC COAST LINE RAILROAD COMPANY AND NORFOLK SOUTHERN RAILROAD COMPANY.

Upon consideration of the record in above entitled proceeding, the order of the Commission that the defendant companies submit plans for union passenger station at Kinston by April 13, 1916, having been extended from time to time by reason of change of location of proposed depot, by agreement with Kinston Chamber of Commerce, and by reason of difference between the defendant companies as to detail of plans for construction of said union depot, and no satisfactory reason appearing why there should be further delay, it is

ORDERED, that the defendant companies submit plans for an adequate union passenger station to be erected on the Caswell Street Junction site at Kinston, N. C., not later than Thursday, February 1, 1917, or show cause why penalty should not be imposed as provided in section 1087 of the Revisal. It is further

ORDERED, that construction of said depot be commenced not later than March 1, 1917, and completed not later than June 1, 1917, or that cause be shown why penalty should not be imposed for failure to comply with this order.

By order of the Commission:  
January 24, 1917.

A. J. MAXWELL,  
*Clerk.*

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### CITIZENS OF KINSTON v. ATLANTIC COAST LINE RAILROAD COMPANY AND NORFOLK SOUTHERN RAILROAD COMPANY.

#### PLANS FOR UNION DEPOT.

The defendant companies above named having submitted plans for a union passenger depot at Kinston, North Carolina, and, in the opinion of the Commission the said plans being inadequate, it is

ORDERED, that the plans submitted for the Kinston union depot be and they are hereby disapproved.

IT IS FURTHER ORDERED, that the Atlantic Coast Line Railroad Company and the Norfolk Southern Railroad Company submit more adequate plans for union passenger depot at Kinston within thirty days from this date.

By order of the Commission:  
June 20, 1917.

A. J. MAXWELL,  
*Clerk.*

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### CITIZENS OF KINSTON v. ATLANTIC COAST LINE RAILROAD COMPANY AND NORFOLK SOUTHERN RAILROAD COMPANY.

#### PLANS FOR UNION DEPOT.

Upon application of the Atlantic Coast Line Railroad Company in above entitled case for extension of time for filing amended plans for union passenger station at Kinston, it is

ORDERED, that time for filing amended plans by the Atlantic Coast Line Railroad Company and the Norfolk Southern Railroad Company for union passenger station at Kinston be extended from July 20, 1917, to August 20, 1917.

By order of the Commission:

This the 17th day of July, 1917.

A. J. MAXWELL,

*Clerk.*

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CITIZENS OF KINSTON v. ATLANTIC COAST LINE RAILROAD COMPANY AND NORFOLK SOUTHERN RAILROAD COMPANY.

PLANS FOR UNION PASSENGER STATION AT KINSTON.

After full hearing in above entitled matter on plans submitted by the defendant companies, it is

ORDERED, that the plans submitted be approved as to floor space dimensions and arrangement, and that the defendant companies submit within twenty (20) days from this date additional plans covering a different style of elevation and roof.

By order of the Commission:

September 15, 1917.

A. J. MAXWELL,

*Clerk.*

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IN THE MATTER OF FOSBURGH LUMBER COMPANY—APPLICATION  
TO BECOME LIMITED COMMON CARRIER.

ORDER.

In the above entitled matter is appearing to the Commission that the Fosburgh Lumber Company is a corporation engaged in the business of manufacturing logs into sawed lumber, and that the said company has built a logging road from the town of Hollister, in the county of Halifax, to a station on the Seaboard Air Line Railway named Vaughan, in Warren County, in said State of North Carolina, a distance of about fourteen and one-half miles:

And it further appearing that the said Fosburgh Lumber Company has petitioned this Commission, according to the provisions of chapter 160 of the Acts of the General Assembly of 1911, and acts amendatory thereto, for authority to transport commodities other than its own, except sawed logs, over and upon its said logging road, and to charge therefor reasonable rates to be approved by the Commission;

And it further appearing from said petition that the said Fosburgh Lumber Company has no locomotives nor rolling stock adequate and sufficient for transporting sawed logs, and that the same cannot be acquired by the said Fosburgh Lumber Company without an expenditure and outlay of such a sum as would entail an unnecessary hardship upon the said Fosburgh Lumber Company, and that the said Fosburgh Lumber Company in its petition, has asked permission as provided to transport all commodities other than its own, except sawed logs. Now, therefore, it is



ORDERED, by the Corporation Commission, That the said Fosburgh Lumber Company be and it is hereby authorized to transport over and upon its said logging road all kinds of commodities other than its own, except sawed logs, and to charge therefor reasonable rates, which rates are named in the said petition of the Fosburgh Lumber Company and shown by schedule furnished and attached to said application, and such rates are hereby approved.

E. L. TRAVIS,

*Chairman.*

February 12, 1917.

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BYRD AND ALBRITTON v. ATLANTIC COAST LINE RAILROAD  
COMPANY.

IN THE MATTER OF INDUSTRIAL SIDING

In the above entitled proceeding, the petitioners ask that the defendant company be required to install industrial siding connecting with their plant adjoining the property of the defendant company at Calypso.

Upon consideration of the record in this case, after investigation and hearing, it appearing to the Commission that sufficient business will be offered to defendant company by the petitioners to justify the installation of such industrial siding:

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company put in side track to the plant of petitioner at Calypso, the side track to spring from their main line or pass track south of the depot at Calypso, within thirty days from this date, the petitioner to do the necessary grading and furnish cross-ties and switch ties and the defendant company to furnish all other necessary material and install same.

By order of the Commission:

A. J. MAXWELL,

February 15, 1917.

*Clerk.*

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BYRD & ALBRITTON v. ATLANTIC COAST LINE RAILROAD COMPANY.

IN THE MATTER OF INDUSTRIAL SIDING.

Referring to former order in this case, it having been determined at a further hearing that it will be more practical to install said siding from the north rather than from the south, and petitioners having caused title to be executed for defendant company such additional land adjoining its right of way as is necessary to install said siding from the north, it is

ORDERED, That the Atlantic Coast Line Railroad Company put in said side track to the plant of the petitioner at Calypso to spring from the track of defendant north of the depot at Calypso, in accordance with the terms set out in former order bearing date February 15, 1917, within thirty days from this date.

By order of the Commission:

This July 10, 1917.

A. J. MAXWELL,

*Clerk.*

IN THE MATTER OF JOHN L. ROPER LUMBER COMPANY, A LUMBER CORPORATION—PETITION FOR LICENSE TO CARRY FREIGHT AND CHARGE THEREFOR.

ORDER.

In the above entitled matter, it appearing to the Commission that the John L. Roper Lumber Company is a corporation, engaged in the business of manufacturing logs into sawed lumber, and that the said John L. Roper Lumber Company has caused to be constructed for its logging purposes a line of standard gage railroad running from a point known as Clarks Junction, on the Norfolk Southern Railroad, near New Bern, Craven County, in a general southerly direction through the counties of Craven, Jones, and Onslow, to or near Catherine Lake, in Onslow County, a distance of approximately forty miles, and expects to extend the line about twelve miles further:

And it further appearing that the said Lumber Company has been and is continuously being requested by citizens along their line of road to transport freight for them and others, and that the said Roper Lumber Company is willing to accommodate such parties so long as the road continues in its present position, provided, it may do so lawfully and charge reasonable rates therefor, except that the said Roper Lumber Company does not desire to be required to transport forest products which comes in competition with its own; Now, therefore, it is

ORDERED, that the said John L. Roper Lumber Company be and is hereby authorized to transport over and upon its said lumber railroad all kinds of commodities other than its own, except sawed logs and saw lumber, and to charge therefor rates made 150 per cent of the standard rates as promulgated by this Commission and which are applied to transportation lines like the Seaboard Air Line, subject to such changes and modifications as may from time to time be made and approved by the Commission.

E. L. TRAVIS,  
*Chairman.*

March 7, 1917.

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SOUTHERN EXPRESS COMPANY TO THE COMMISSION—APPLICATION TO DISCONTINUE AGENCY AT NEWELL, N. C.

Application having been made by the Southern Express Company for authority to close its office at the station of Newell, in Mecklenburg County, N. C., and it appearing that due notice of such application has been posted at said station; and it further appearing that very little express business is done at said station other than the delivery of whiskey shipments, which are quite large—that for the month of February, 1917, the gross business at said station was \$516.16, of which the whiskey business amounted to \$504.92, leaving only \$11.24 of general business; it further appearing that the delivery of such quantities of whiskey at this small place where police protection is meagre results in drunkenness and disorder, and that the said express station has been broken into and robbed of whiskey on eight separate occasions since July 1, 1915, it is the opinion of the Commission that it would be to the public interest to close said station.



IT IS THEREFORE ORDERED, That the Southern Express Company be and it is hereby authorized to close its station at Newell, N. C.

April 2, 1917.

E. L. TRAVIS,  
*Chairman.*

# ANDREWS MANUFACTURING COMPANY TO THE COMMISSION—PETITION FOR AUTHORITY TO BECOME LIMITED COMMON CARRIERS.

The Andrews Manufacturing Company is a corporation organized under the laws of this State and engaged in the manufacture of logs into lumber, and has petitioned the Corporation Commission for authority, under chapter 160, Laws of 1911, to become common carriers limited to certain commodities, and between Andrews, N. C., and a point on its road about eight miles from Andrews known as "Old Road Gap," and it appearing that the interests of the public on this line of road will be served thereby, it is

ORDERED, That the Andrews Manufacturing Company be given authority to transport such commodities and to charge therefor such rates of freight as are covered by the schedule of rates and charges filed with the Corporation Commission by the Andrews Manufacturing Company, and hereby approved by the Commission as follows:

<i>Articles.</i>	<i>Rate.</i>
Logs, lumber, and railroad ties.....	\$ 10.00 per car.
Ores, clays, and other mineral products.....	10.00 per car.
Acid wood, pulp wood, firewood, and bark.....	1.00 per cord.

By order of the Commission:  
June 23, 1917.

A. J. MAXWELL,  
*Clerk.*

# IN THE MATTER OF APPLICATION FOR REDUCTION OF PASSENGER TRAIN SERVICE ON LINES OF SOUTHERN RAILWAY COMPANY AND THE ATLANTIC COAST LINE RAILROAD COMPANY IN NORTH CAROLINA.

Application was made to the Commission on May 19, 1917, by the Southern Railway Company, and on June 18, 1917, by the Atlantic Coast Line Railroad Company for extensive reduction in passenger train service on their lines in this State. Wide publicity was given through the press of the State to these applications, and at the public hearings in the office of the Commission in Raleigh on the 26th inst, there was a representative attendance of citizens of the State from sections affected by the proposed curtailment of service.

Southern Railway Company was represented by its vice-president, Mr. E. H. Coapman, L. E. Jeffries, General Counsel, and Clement Manly, Division Counsel.

Atlantic Coast Line Railroad Company was represented by its General Superintendent, Mr. W. H. Newell.



It appears that the application in each case was made in pursuance of a national policy recommended by the National War Board, and that it is being carried out in all sections of the country and having for its purpose the conservation of trained men, railway rolling stock, motive power, coal, etc., to enable the transportation lines to meet the extraordinary demands that are at the present time being made upon them, and that will be made in increasing measures as plans for prosecuting the war are more fully matured and put into operation; and it is understood that such trains as are taken off will be promptly restored without controversy at the close of the war.

At the hearing there was practical agreement reached between the representatives of the Southern Railway Company and citizens interested in passenger train service on their lines in the State, the said agreement being embodied in a memorandum filed with the Commission by Mr. E. H. Coapman, Vice-President, Southern Railway Company, and it is

ORDERED, That the application of the Southern Railway Company for permission to reduce its passenger train service be granted, effective July 8, 1917, in accordance with the said memorandum, which is made a part of this order, and that in all other particulars said application is denied.

In the matter of application of the Atlantic Coast Line Railroad Company for permission to reduce its passenger train service, it is

ORDERED, That the application be granted, effective July 8, 1917, as to the following trains:

Nos. 90 and 91, between Wilmington and Goldsboro.

Nos. 64 and 65, between New Bern and Wilmington.

Nos. 59 and 60, between Wilmington and Fayetteville.

Nos. 57 and 58, between Wilmington and Chadbourn.

Nos. 66 and 67, between Fayetteville, N. C., and the North Carolina and South Carolina State line.

IT IS FURTHER ORDERED, That the application of the Atlantic Coast Line Railroad Company to discontinue trains Nos. 72 and 73, between Weldon and Kinston, Nos. 56 and 57, between Plymouth and Tarboro, and Nos. 90 and 91, between Rocky Mount and Goldsboro be denied.

By order of the Commission:

A. J. MAXWELL,

June 27, 1917.

*Clerk.*

#### IN THE MATTER OF APPLICATION OF SEABOARD AIR LINE RAILWAY COMPANY FOR REDUCTION OF PASSENGER TRAIN SERVICE.

In the matter of application of Seaboard Air Line Railway Company for the reduction of passenger train service, it is

ORDERED, That authority be granted for rearrangement of service between Durham, Henderson, and Oxford, conforming to the following approximate schedule:

Train 285—Leave Henderson .....	7:00 a. m.
Leave Oxford .....	8:25 a. m.
Arrive Durham .....	12:00 noon.
Train 212—Leave Durham .....	10:00 a. m.
Leave Oxford .....	11:30 a. m.
Arrive Henderson .....	12:55 p. m.

Train 211—Leave Henderson .....	2:25 p. m.
Leave Oxford .....	2:10 p. m.
Arrive Durham .....	5:00 p. m.
Train 282—Leave Durham .....	1:30 p. m.
Leave Oxford .....	3:10 p. m.
Arrive Henderson .....	6:00 p. m.

IT IS FURTHER ORDERED, That the Seaboard Air Line Railway Company be authorized to discontinue trains Nos. 31 and 34 between Raleigh and Charlotte, and trains Nos. 19 and 20 between Weldon and Raleigh, and to operate in lieu of these trains local passenger trains between Norlina and Hamlet on approximately the schedule between Raleigh and Hamlet heretofore in effect applicable to trains Nos. 31 and 34 between Raleigh and Hamlet.

By order of the Commission:

This the 3d day of November, 1917.

A. J. MAXWELL,

*Clerk.*

#### CITIZENS OF ICARD v. SOUTHERN RAILWAY COMPANY—PASSENGER SERVICE.

LEE, *Commissioner*: Upon consideration of the record in this case, it is ORDERED, That on and after July 29, 1917, the Southern Railway passenger trains Nos. 21 and 22 stop on flag at Icard, N. C., for taking on or discharging passengers.

This the 21st day of July, 1917.

#### CITIZENS OF WARRENSVILLE v. VIRGINIA-CAROLINA RAILWAY COMPANY.

PELL, *Commissioner*: Petition having been filed by the citizens of Warrensville asking that the Corporation Commission compel the defendant railway company to construct an adequate depot at Warrensville, and the Commission having visited the location and having taken testimony with reference to the needs of the community and the prospective tonnage to the railroad, it is now

ORDERED, That the Virginia-Carolina Railway Company construct within the next sixty days at a point near the present side track and freight shed at Warrensville a depot adequate to the needs of a growing community, and that they establish an agency station thereat.

This July 21, 1917.

#### LAUREL RIVER LOGGING COMPANY TO THE COMMISSION—PETITION FOR AUTHORITY TO BECOME LIMITED COMMON CARRIERS.

The Laurel River Logging Company is a corporation organized under the laws of this State and engaged in the manufacture of logs into lumber, and has petitioned the Corporation Commission for authority, under chapter



160, Laws of 1911, to become common carriers limited to certain commodities, and from Belva, at the terminus of the Madison County Railway Company's line to Carmen; and it appearing that the interests of the public on this line of road will be served thereby, it is

ORDERED, That the Laurel River Logging Company be given authority to transport such commodities and to charge therefor such rates of freight as are covered by the schedule of rates and charges filed with the Corporation Commission by the Laurel River Logging Company, and hereby approved by the Commission as follows:

<i>Articles</i>	<i>Rate</i>
Brick per M. ....	\$ 0.40
Cord wood, acid and pulp wood and bark (per cord, 128 cubic feet) ....	.40
Coal and coke (per ton 2,000 pounds) .....	.30
Fertilizer (per ton 2,000 pounds) .....	.30
Logs and railroad ties per C. L. (excess in proportion) .....	4.00
Lumber, C. L. lots, per cwt. ....	.03
Food supplies and general merchandise per cwt., L. C. L. ....	.08
Food supplies and general merchandise per cwt., C. L. L. ....	.06
Passengers (per mile) .....	.03

By order of the Commission:  
August 17, 1917.

(S) A. J. MAXWELL,  
*Clerk.*

#### HORTON TELEPHONE COMPANY TO THE COMMISSION—APPLICATION FOR INCREASE IN TELEPHONE RATES.

The Commission approves scale of rates as follows:

Single line business phone.....	\$ 2.50 per month
Two on one line (office and residence).....	3.50 per month
Two on one line (both business).....	4.50 per month
Residence phone, single line .....	1.50 per month
Residence phone, two on one line .....	1.25 per month
Residence phone, three on one line .....	1.10 per month
Residence phone, four on one line .....	1.00 per month

October 1, 1917.

A. J. MAXWELL,  
*Clerk.*

#### SOUTHERN GAS IMPROVEMENT COMPANY v. THE CITY OF ELIZABETH CITY.

##### ORDER.

In above entitled case the petitioner, the Southern Gas Improvement Company, asks authority to increase its rates for gas in Elizabeth City, on account of the very great increase in cost of coal, coke, oil and other materials used in the manufacture of gas, and the increase in cost of labor, and all other items of expense entering into the manufacture and distribution of gas in Elizabeth City. Its statements of operation show operating deficits, not including any dividends or interest on bonds as follows: For the year 1915,

\$1,488.92; for the year 1916, \$1,829.37, and for the nine months of 1917, \$1,477.59. After full investigation and hearing, it is

ORDERED, That, effective November 1, 1917, the Southern Gas Improvement Company be and it is hereby authorized to charge rates for gas at Elizabeth City not exceeding the following schedule:

For the first 1,000 feet .....	\$ 1.90
Above 1,000 feet and up to and including 5,000 feet.....	1.70 per thousand
Above 5,000 feet and up to and including 10,000 feet.....	1.50 per thousand
Above 10,000 feet and up to and including 15,000 feet.....	1.30 per thousand
Above 15,000 feet and up to and including 25,000 feet....	1.10 per thousand
All over 25,000 feet .....	1.00
The minimum charge for service for any one month to be.	1.00

IT IS FURTHER ORDERED, That the foregoing schedule of rates are to be the net rates for all bills paid within the first ten days of the month for gas consumed in the previous month, and the Southern Gas Improvement Company is authorized to charge ten (10) cents per thousand feet in addition to the foregoing rates on all bills not paid within the first ten days in the month following the month in which the service is given.

By order of the Commission:

E. L. TRAVIS,

This October 30, 1917.

*Chairman.*

#### CARR LUMBER COMPANY TO THE COMMISSION—PETITION FOR AUTHORITY TO BECOME LIMITED COMMON CARRIERS.

The Carr Lumber Company is a corporation, organized under the laws of this State, with its principal office and place of business at Pisgah Forest, North Carolina, in the county of Transylvania, and has petitioned the Corporation Commission for authority under chapter 160, Laws of 1911, and subsequent amendments, to become common carriers, limited to certain commodities, from points on their logging road extending for a distance of between twenty and twenty-five miles, beginning at Pisgah Forest, a station on the Southern Railway, and running into territory known as the Vanderbilt Boundary;

They also petition the Commission for authority to charge for switching cars at Pisgah Forest over the tracks of the Southern Railway to the plant of the Brevard Tanning Company, it being shown in their petition that they have secured permission of the Southern Railway to operate their locomotives over the tracks of the said Southern Railway from the connection of their tram-road at Pisgah Forest to the said Brevard Tanning Company's plant;

And it appearing that the interests of the public will be served thereby, it is

ORDERED, That the Carr Lumber Company be and they are hereby given authority to transport such commodities and charge therefor such rates of freight and switching as are covered by the schedule of rates and charges filed with the Corporation Commission by the said Carr Lumber Company, and which are hereby approved by the Commission, as follows:

For transporting timber, lumber, and other forest products loaded by the car and shipped in car load lots, \$10 per car.



For transporting wood and bark from any point on its own line to its terminus at said station of Pisgah Forest, 50 cents per cord.

For transferring loaded cars from its own yards over the tracks of the Southern Railway Company to the yards of the Brevard Tanning Company, \$2.00 per loaded car, no charge to be made for returning the empty cars.

By order of the Commission:

A. J. MAXWELL,

This December 22, 1917.

*Clerk.*

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PIEDMONT TELEPHONE AND TELEGRAPH COMPANY TO THE COMMISSION—PETITION FOR INCREASE OF RATES IN THE TOWN OF SHELBY.

It appearing to the Commission that petition of the Piedmont Telephone and Telegraph Company for an increase of its local telephone exchange rates in the town of Shelby, North Carolina, is reasonable, and no objection to such increase having been made to the Commission, the former rates having been established prior to 1902, when there were only one hundred and nineteen subscribers, whereas, at the present time there are five hundred and fifty-one subscribers, and the value of the plant having been increased from \$5,750 to \$38,488;

IT IS ORDERED, That from and after February 1, 1918, the Piedmont Telephone and Telegraph Company be authorized to charge the following rates for local telephone service in the exchange in the town of Shelby:

Unlimited straight line business stations.....\$ 2.50 per month  
Unlimited straight line residence stations..... 1.50 per month

By order of the Commission:

A. J. MAXWELL,

This the 11th day of January, 1918.

*Clerk.*

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IN THE MATTER OF CAROLINA POWER AND LIGHT COMPANY—APPLICATION TO INCREASE GAS RATES IN RALEIGH, NORTH CAROLINA.

ORDER.

This matter having been heard in Raleigh on the day of May 4, 1918, the petitioner, Carolina Power and Light Company, being represented by its attorney, Mr. James H. Pou, Mr. Chas. E. Johnson, President; Mr. H. H. Carr, Vice-President and General Manager, and Mr. P. A. Tillery, Chief Engineer, and the city of Raleigh being represented by its Mayor, Mr. James I. Johnson; Mr. E. R. Pace, Commissioner of Public Works, and Mr. A. M. Mooneyham, Commissioner of Public Safety, and the Chamber of Commerce by Messrs. W. J. Andrews and A. M. Maupin; and it being made clearly to appear to the Commission that there has been very great increase in the

cost of production of gas, due to the great advance in the cost of coal, oil, and all other material entering into the manufacture of gas, and the labor in connection with the same. It was shown that the cost of coal, which constitutes one of the principal items in the production of gas, has increased from \$3.65 per ton in 1915, to \$5.67 per ton in 1918; that the cost of labor has increased from 29 to 60 per cent; that the cost of piping has increased from 112 to 150 per cent. It is a matter of common knowledge that this increased cost of production are common to most industries and the price of practically all commodities have advanced accordingly; and it therefore, appears to the Commission clearly that this increase in cost make it necessary for the Carolina Power and Light Company to charge more for its gas in order to make anything like a reasonable return upon their investment. It is therefore

ORDERED, That effective May 1, 1918, they be allowed to charge the following rates:

*For Gas Sold Through Regular Meters.*

First 5,000 cubic feet per month.....	\$ 1.65 gross
Next 5,000 cubic feet per month.....	1.50 gross
Next 10,000 cubic feet per month.....	1.25 gross
All over 20,000 cubic feet per month.....	1.05 gross

Discount for payment within ten days from date of bill 5 cents per thousand cubic feet.

Minimum monthly charge .....\$ 0.75

*For Gas Used Through Prepay Meters.*

Per thousand cubic feet net.....\$ 1.60

This May 6, 1918.

E. L. TRAVIS,  
Chairman.

IN THE MATTER OF SOUTHERN PUBLIC UTILITIES COMPANY—APPLICATION TO INCREASE GAS RATES IN CHARLOTTE, NORTH CAROLINA.

ORDER.

This matter having been heard in Raleigh on the day of April 30, 1918, the petitioner, Southern Public Utilities Company, being represented by its President, Mr. Z. V. Taylor, and the city of Charlotte being represented by its Mayor, Mr. F. R. McNinch, Mr. A. H. Wearn, Commissioner of Public Works, and Mr. R. H. Moore, Commissioner of Public Safety. It was shown that the cost of all material used in the production of gas has advanced enormously in cost, these increases applying not only to coal, oil, and other material used in the manufacture of gas, but also to the labor employed in that manufacture. It seems evident to the Commission, that if the rates which existed before the war and prior to this great increase in cost of material and labor were reasonable, that an increase in such rates under the present conditions could not be justly denied. No one can or will attempt to controvert the fact that there has been very great increase in the cost of pro-



ducing gas, and it, therefore, follows necessarily, that the producer is entitled to charge more for the commodity: It is therefore,

ORDERED, That the petition herein be granted, and that the Southern Public Utilities Company be and they are hereby authorized to charge for gas in Charlotte, the following rates:

First 10,000 cubic feet .....	\$ 1.45
Next 10,000 cubic feet .....	1.30
Next 10,000 cubic feet .....	1.10
Next 20,000 cubic feet .....	1.00
Over 50,000 cubic feet .....	.90

(S) E. L. TRAVIS,  
*Chairman.*

May 6, 1818.

IN THE MATTER OF NORTH CAROLINA PUBLIC SERVICE COMPANY—  
APPLICATION TO INCREASE GAS RATES IN GREENSBORO, N. C.  
AND IMMEDIATE ADJOINING TERRITORY.

ORDER.

LEE, *Commissioner*: This matter having been heard in Raleigh on the day of May 14, 1918, the petitioner, North Carolina Public Service Company, being represented by its attorney, Mr. A. L. Brooks, and its president, Mr. Chas. B. Hole, and the city of Greensboro being represented by its mayor, Mr. E. J. Stafford, and Mr. Chas. A. Hines, Attorney; and it being a matter of common knowledge that everything entering into the production of gas has greatly advanced in the last two or three years, it is unreasonable to expect that gas can be produced and sold at price which the company has heretofore been receiving: It is therefore,

ORDERED, That the North Carolina Public Service Company be and it is hereby authorized to charge the following rates for gas, beginning May 15, 1918:

*Gross Rate.*

\$1.60 per 1,000 cubic feet for first 10,000 cubic feet per month.
1.35 per 1,000 cubic feet for next 15,000 cubic feet per month.
1.10 per 1,000 cubic feet for next 25,000 cubic feet per month.
.95 per 1,000 cubic feet for next 50,000 cubic feet per month.

Discount of ten (10) cents per thousand cubic feet, if paid on or before 5:00 p. m. of the 10th of the month following date of bill.

The same terms and conditions to apply to the proposed new gas rates as now apply to the present gas rates.

This May 15, 1918.

IN THE MATTER OF AHOSKIE LIGHT AND POWER COMPANY—APPLI-  
CATION TO INCREASE ITS RATE FOR LIGHTING STREETS IN  
THE TOWN OF AHOSKIE.

ORDER.

LEE, *Commissioner*: This matter was heard in the office of the Corporation Commission at Raleigh, on the day of May 21, 1918. E. R. Conger,

President of the Ahoskie Light and Power Company, representing the petitioner, and W. R. Johnson, Attorney, and W. L. Curtis, Mayor, representing the town of Ahoskie.

The town of Ahoskie is a small village with a population of twelve to fifteen hundred people, consequently, the volume of business is naturally small, it therefore appearing that lights cannot be furnished at as low rate as in the larger towns where the volume is much larger. The lighting business, like any other business, naturally has operating cost which must be met before any profit can be hoped for. The petitioner has furnished the Commission with a statement showing the cost of the operation and expenses for the year 1917, and for January, February, March and April, of 1918, which shows a loss to the company every month since the beginning of 1917; that the town of Ahoskie has thirty-five 100 watt street lamps, for which it is paying at the present time \$52.50, or \$1.50 per month per lamp, which is unreasonably low. The company is asking in its petition that it be permitted to charge \$3.00 per month per lamp, which is a rather high rate, but even at this price the company will not receive enough revenue to pay the expenses of operating the plant. Were it not for the fact that this company is running an ice plant in connection with the lighting plant, it would be impossible for it to light the town and furnish the citizens of Ahoskie with current and lights at the price they are asking to be allowed to charge, and the result would be the same as to the company formerly owning the lighting plant at Ahoskie. It is admitted that this company is giving splendid service to the town of Ahoskie and its citizens, the town is splendidly lighted, having an all-night service every night in the year.

IT IS THEREFORE ORDERED, That the Ahoskie Light and Power Company be authorized to charge three (\$3.00) dollars per month for 100 watt lamps on the streets of Ahoskie.

This, May 22, 1918.

#### IN THE MATTER OF ROWLAND LUMBER COMPANY, A LUMBER CORPORATION—PETITION FOR LICENSE TO CARRY FREIGHT AND CHARGE THEREFOR.

In the above entitled matter, it appearing to the Commission that the Rowland Lumber Company is a corporation engaged in the business of manufacturing logs into sawed lumber, and that the said Rowland Lumber Company has built a logging road running from Bowdens and Warsaw, on the Atlantic Coast Line Railroad, in Duplin County, North Carolina, in a westerly direction for about twenty miles toward Newton Grove; and it further appearing that the said Rowland Lumber Company has petitioned this Commission, according to the provisions of chapter 160 of the Acts of the General Assembly of 1911, and subsequent amendatory acts, for authority to transport commodities other than its own over and upon its said logging road, and to charge therefor reasonable rates, to be approved by this Commission:

NOW, THEREFORE, IT IS ORDERED by the Corporation Commission, That the said Rowland Lumber Company be and it is hereby authorized, to transport over and upon its said logging road all kinds of commodities other than its



own, except saw logs and sawed lumber, and to charge therefor the rates in accordance with freight tariff and classification which has this day been approved by the Commission for this line of road, subject to such changes and modifications as may from time to time be made or approved by this Commission.

By order of the Commission:

June 17, 1918.

A. J. MAXWELL,

*Clerk.*

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IN RE APPLICATION OF THE TIDE WATER POWER COMPANY FOR  
AUTHORITY TO INCREASE ITS CHARGES FOR GAS AND STREET  
CAR SERVICE IN THE CITY OF WILMINGTON, AND FOR ELECTRIC  
LINE SERVICE BETWEEN WILMINGTON AND WRIGHTSVILLE  
BEACH.

TRAVIS, *Chairman*: After very careful consideration of the facts developed in the investigation of the questions presented in the petition of the Tide Water Power Company, the Commission is of opinion that the petition should be granted.

It appears that the net earnings of the petitioning company have been steadily decreasing for several years, and that its profit and loss account decreased from \$180,099 in 1915 to \$127,270 in 1917. These substantial decreases have continued progressively during the months of the present year until for the month of May, 1918, its total income fell to \$1,006 below its operating expenses and fixed charges. This condition results from the increased costs of operation. The general facts and causes of this increase are of such general knowledge that recital of them in detail here is unnecessary. These increased costs resulted in an increase of operating expenses of 43 per cent for May 1918, compared with May, 1917. These facts seem to us to establish beyond question the right of the company to increase its charges. It is entitled as a matter of right to such compensation for its services as will cover its proper expenses of operation and a fair return on the value of the property devoted to the public use.

Another consideration that appeals for prompt and favorable action on the petition in this case is the establishment of two large ship-building plants by the United States Government near Wilmington, which will very largely increase the population of that city and lays upon this petitioner the responsibility of making substantial extension of its tracks to these plants, and, if adequate service is to be given, double-tracking some of its present single line tracks, as well as to provide additional cars to handle the increased business. It is estimated that it will be necessary for it to double the capacity of its gas plant and greatly enlarge and extend its connections. The success of the ship-building industry at Wilmington, and its development upon the scale anticipated by the United States Government depends very largely upon the necessary outlay for these enlargements and extensions being made promptly and adequately. The estimated cost of these improvements varies from half a million to a million dollars. The company has not the capital with which to make them. The problem of financing these extensions is one that cannot reasonably be expected to be met with a constantly descending income that has already reached and gone below the costs of operation and fixed charges. In these circumstances there seems to be

no conflict of interest between the petitioner and the city of Wilmington or the citizens of Wilmington, but that the best interests of all will be served by authorizing the petitioner to charge such rates as will establish its credit and enable it to properly finance the necessary extensions upon which the growth of the city depends, to give to its patrons adequate service, and to the property devoted to the public use a fair return.

IT IS THEREFORE ORDERED, That the Tide Water Power Company be authorized to charge the rates hereinafter set out, effective as to gas rates on bills rendered July 1st, for the month of June, and as to street car and electric line rates from and after July 1, 1918:

#### RATES FOR GAS SERVICE.

##### *Rates for Wilmington and Suburbs:*

One dollar and seventy-five (\$1.75) cents per thousand cubic feet with a discount of ten (10) cents per thousand cubic feet on bills paid on or before the 10th of the month in which they become due.

When the amount of gas used in any one month is 25,000 cubic feet or more, the rate will be one dollar and seventy-five (\$1.75) cents per thousand cubic feet with a discount of thirty-five (35) cents per thousand cubic feet on bills paid on or before the 10th of the month in which they become due.

Minimum charge, twenty-five (25) cents per month.

##### *Summer Rates for Wrightsville and Wrightsville Beach:*

Two (\$2.00) dollars per thousand cubic feet with a discount of ten (10) cents per thousand cubic feet on bills paid on or before the 10th of the month in which they become due.

#### PASSENGER RATES ON CITY AND SUBURBAN LINES OF TIDE WATER POWER COMPANY, WILMINGTON, N. C.

##### *Rates for Adults:*

	<i>One Way.</i>	<i>Round Trip.</i>
Fare between Wilmington and Wrightsville Beach or Harbor Island (cash) .....	\$ 0.25	None
Wilmington and Wrightsville Beach (ticket) .....	.20	None
Wilmington and Wrightsville .....	.15	\$ 0.25
Wilmington and Sea Gate .....	.15	.25
Wilmington and Winter Park .....	.10	.15
Wilmington and Oleander .....	.07	.....
Delgado and Wrightsville Beach or Harbor Island .....	.20	.30
Delgado and Wrightsville .....	.10	.....
Delgado and Sea Gate .....	.10	.....
Delgado and Winter Park .....	.07	.....
Winter Park and Wrightsville Beach or Harbor Island .....	.20	.30
Winter Park and Wrightsville .....	.10	.....
Winter Park and Sea Gate .....	.10	.....
Sea Gate and Wrightsville Beach or Harbor Island .....	.10	.....
Sea Gate and Wrightsville .....	.07	.....
Wrightsville and Wrightsville Beach or Harbor Island .....	.10	.....
Fare on Wrightsville Beach .....	.07	.....
Fare within limits of city of Wilmington .....	.07	.....

##### *Rates for Children:*

Fare between Wilmington and Wrightsville Beach and Harbor Island .....	.25
Fare between Wilmington and Wrightsville .....	.20

##### *School Ticket:*

Between Wilmington and Wrightsville .....	.20
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*Commutation Rate (26 Round Trips):*

Between Wilmington and Wrightsville Beach.....	\$ 9.36
Between Wilmington and Wrightsville .....	5.85
Between Wilmington and Winter Park .....	3.51

The Tide Water Power Company shall place on sale through its conductors on street cars block tickets or books of four tickets for twenty-five (25) cents and seventeen (17) tickets for one dollar (\$1.00), such tickets to be good wherever seven (7) cents fare is herein authorized to be charged on its lines.

This the 24th day of June, 1918.

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RALEIGH TELEPHONE COMPANY v. SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY—APPLICATION OF THE RALEIGH TELEPHONE COMPANY TO COMPEL THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY TO AFFORD CONNECTION WITH THEIR LINES.

## ORDER.

The Government of the United States having taken over all telephone lines of the country, to be operated by the Government, and having announced its intention of operating all lines jointly as if they were one company, the desire of the petitioner in this case will be attained.

The petition herein is, therefore, dismissed, with leave to the petitioner, in case the lines are again returned to their respective powers, to renew the petition.

(S) E. L. TRAVIS,

July 30, 1918.

*Chairman.*

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IN THE MATTER OF WINSTON-SALEM GAS COMPANY, TO THE COMMISSION—APPLICATION FOR INCREASE IN GAS RATES IN THE CITY OF WINSTON-SALEM, N. C.

## ORDER.

LEE, *Commissioner*: This matter was heard at the office of the Commission in Raleigh on Thursday, July 18, 1918, and it being clearly shown that the above company was justified in asking for increased rates in gas: It is therefore,

ORDERED, That the Winston-Salem Gas Company be and it is hereby authorized to put into effect the following rates on gas in the city of Winston-Salem:

For the first 10,000 cubic feet, \$1.70 per M cubic feet, gross, or \$1.50 net.  
 For the second 10,000 cubic feet, \$1.45 per M cubic feet, gross, or \$1.25 net.  
 For 20,00 cubic feet or over that amount, \$1.20 gross per M cubic feet, or \$1.00 net.

With a minimum charge of seventy-five (75) cents per month.

Effective August 1, 1918.

This July 30, 1918.



IN RE APPLICATION OF CAROLINA POWER AND LIGHT COMPANY FOR  
PERMISSION TO INCREASE ITS STREET CAR FARES.

## ORDER.

PELL, *Commissioner*: This application came before us on July 8, 1918, and was heard upon the petition and evidence. The Commission finds as facts that the Carolina Power and Light Company has never had a fair return upon its investment in the street railway in the city of Raleigh; that in 1916 its net profit was 1 per cent upon said investment and in 1917 it was only 34/100 of 1 per cent; that according to estimates made for 1918-1919, even a fare of seven cents, the expenses, plus the depreciation, will be greater than its revenues. It further finds that said company has increased the wages of its conductors and motormen 55 per cent in the last three years, its car house employees all the way from 18 per cent to 60 per cent, its linemen 67 per cent, its common labor 60 per cent; that the cost of material used in operation and maintenance has increased all the way from 27 per cent to 253 per cent. After a due consideration of these facts, and the further fact of the likely continuance of these conditions for the period of the present war, it is

ORDERED, That on and after August 1, 1918, the Carolina Power and Light Company shall have authority to charge a fare of seven cents for passengers transported over their street railway in the city of Raleigh; that school children be transported to and from their school at a rate of seven cents for the round trip; that said company shall provide and sell to the general public four tickets for the sum of twenty-five (25) cents, good for transportation over said street railway.

This July 30, 1918.

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IN THE MATTER OF SOUTHERN PUBLIC UTILITIES COMPANY—APPLI-  
CATION FOR INCREASE IN STREET CAR FARES IN THE CITIES  
OF CHARLOTTE AND WINSTON-SALEM.

## ORDER.

LEE, *Commissioner*: The hearing of this petition was had at the office of the Commission on July 8, 1918; and it appearing clearly to the Commission that this company cannot operate and continue to give good service at the rate they were receiving under present conditions: It is therefore,

ORDERED, That the Southern Public Utilities Company be and it is hereby authorized to charge a fare of seven (7) cents for the transportation of passengers over its street railway lines located in the cities of Charlotte and Winston-Salem; that this company shall also be required to put on and offer for sale to the public in general four tickets for twenty-five (25) cents. The company is also authorized, if it shall deem it advisable, to put on and offer for sale to the public generally, books containing seventeen tickets for the sum of one (\$1.00) dollar per book.

This order to become effective August 1, 1918.

This July 30, 1918.

IN THE MATTER OF SOUTHERN PUBLIC UTILITIES COMPANY—APPLICATION FOR INCREASE IN STREET CAR FARES IN THE CITIES OF CHARLOTTE AND WINSTON-SALEM.

Exceptions having been filed by Messrs. Pharr and Bell, attorneys for the city of Charlotte, to the findings of facts and order of the Commission in the above entitled case, such order bearing date July 30, 1918, and the said exceptions having been considered by the Commission; it is

ORDERED, That the exceptions be and they are hereby overruled.

By order of the Commission:

J. S. GRIFFIN,

This the 14th day of August, 1918.

*Clerk.*

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IN THE MATTER OF THE DURHAM TRACTION COMPANY—PETITION FOR INCREASE IN STREET CAR FARES.

ORDER.

This is an application by the Durham Traction Company for authority to increase its street car fares in the city of Durham, and for relief as a public service company under our jurisdiction, from certain city ordinances and requirements alleged to be unduly strict and burdensome. At the hearing the matter resolved itself rather into a controversy over whether or not the company should pave its tracks as the city paves the streets, from which duty the company claimed to be relieved by contract, and whether or not the city should be allowed to enforce the ordinances above referred to.

In respect to the paving of its tracks, that is a duty which this Commission thinks should be borne by all street car companies, and one which has been imposed upon them by State Statute, Public Laws 1915, chapter 56. In this case the petitioner claims to be relieved of this obligation by its special contract with the city of Durham. We understand, however, that since the hearing the company in a commendable spirit has entered into an agreement with the city to assume the cost of paving its tracks to a distance of six inches outside the rails wherever the city paves its streets.

In view of the fact that the company has assumed this expense, we feel that they are on the same footing as other street car companies to whom increases have been granted, and we therefore,

ORDER, For the reasons stated in the other cases decided, that the Durham Traction Company be authorized to charge fares of seven (7) cents. It is required, however, to issue four tickets for twenty-five (25) cents, and may if it finds it advisable issue books of seventeen tickets for one (\$1.00) dollar.

In respect to the ordinances complained of, which were adopted on May 23, 1918, we are of opinion that, with the exception of the one requiring straps for standing passengers which has been complied with, they ought to be repealed, and we have no doubt but that the town authorities will follow our suggestion in the matter.

In respect to the requirement of two-men operation contained in one of them, without deciding the advisability of such a requirement in normal times, we do not think it should be insisted on in time of war. There may



be, and probably is, some loss of time when the traffic is heavy in one-man operation, and inconvenience is caused, but this is a time for the conservation of man power, and we believe the public generally is willing to make some sacrifices and endure inconvenience to that end. The company should be allowed to continue the one-man operation, except for putting on two men in the congested districts during the rush hours as they were doing at the time of the hearing.

The company should be allowed to operate under reasonable schedules as to time between cars dependent on the amount of traffic and the need for frequent service in different parts of the city. If the city authorities and the company cannot agree on those, this Commission will fix them in a supplementary order upon request.

To become effective August 1, 1918.

(S) E. L. TRAVIS,  
*Chairman.*

This June 30, 1918.

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IN THE MATTER OF THE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY AND ASHEVILLE TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN TELEPHONE RATES IN THE CITIES OF CHARLOTTE, DAVIDSON, GREENSBORO, HAMLET, LAURINBURG, MOUNT OLIVE, RALEIGH, REIDSVILLE, SALISBURY, WILMINGTON, WINSTON-SALEM, WRIGHTSVILLE BEACH, ASHEVILLE, AND HENDERSONVILLE.

ORDER.

Since the hearing of this matter, the Government of the United States has taken over for operation all the telephone lines of the country, including the lines of the petitioner in this case. It is predicted that by operating all the lines under one combined management, the costs of operation will be materially reduced. If this prediction is realized, as we hope it will be, there would be no necessity for an increase in rates. We think that no change should be made in existing rates until the matter of government ownership has been sufficiently tried to determine whether or not any change in rates will be necessary. If it should become necessary under government operation to increase the rates, the Government authorities can do so, if authorized, or, in case they are not, could make application to this Commission.

We, therefore, dismiss the petition herein, without deciding the questions involved one way or another, with leave to the petitioner, or the Government, whichever may be the proper party, to make a new application at such time as they may deem advisable.

(S) E. L. TRAVIS,  
*Chairman.*

This July 30, 1918.

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ASHEVILLE TELEPHONE AND TELEGRAPH COMPANY TO THE CORPORATION COMMISSION—PETITION FOR AUTHORITY TO INCREASE TELEPHONE RATES.

MAXWELL, *Commissioner*: In the matter of renewed petition of the Asheville Telephone and Telegraph Company for authority to increase its rates for telephone service in Asheville and Hendersonville.



The Commission finds—

First. That the Director-General of telephone and telegraph lines, Hon. A. S. Burleson, has assumed full and exclusive authority to make the rates for telephone service. This authority was exercised by the Director-General in the matter of prescribing a scale of charges for installing telephones, and his authority in this matter was recognized by the petitioning companies.

Second. It has been announced in the press that the Director-General has under investigation, through a board created for that purpose, the establishment of a uniform scale of rates for telephone service throughout the United States, so that the same charge will be made for a like service everywhere. Assuming that this is true in the absence of any compelling reason to the contrary, rate changes should await the completion of this investigation and the application of such uniform scale of charges.

Third. The Corporation Commission would not know, under present conditions, what would be the proper basis upon which to make a finding as to the telephone rates. The whole system is undergoing a radical change in management and methods, by which competing lines and exchanges are being merged; telephone and telegraph lines are being merged and in some cases either or both are being merged with the United States mail service. Under these conditions past performances cannot furnish a satisfactory guide as to future necessities, and, in any event, we do not understand that compensation to the owners of these properties will depend upon the separate earnings of such properties subsequent to the time when they were taken over by the Government.

For the reasons herein set forth, it is

ORDERED, That the petitions herein set out for authority to increase rates for telephone service be denied.

A. J. MAXWELL,  
*Commissioner.*

October 16, 1918.

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BREVARD TELEPHONE COMPANY TO THE CORPORATION COMMISSION—PETITION FOR AUTHORITY TO INCREASE TELEPHONE RATES.

MAXWELL, *Commissioner*: In the matter of petition of the Brevard Telephone Company, for authority to increase its rates for telephone service.

The Commission finds—

First. That the Director-General of telephone and telegraph lines, Hon. A. S. Burleson, has assumed full and exclusive authority to make the rates for telephone service. This authority was exercised by the Director-General in the matter of prescribing a scale of charges for installing telephones, and his authority in this matter was recognized by the petitioning companies.

Second. It has been announced in the press that the Director-General has under investigation, through a board created for that purpose, the establishment of a uniform scale of rates for telephone service throughout the United States, so that the same charge will be made for a like service everywhere. Assuming that this is true, in the absence of any compelling reason to the contrary, rate changes should await the completion of this investigation and the application of such uniform scale of charges.

Third. The Corporation Commission would not know, under present conditions, what would be the proper basis upon which to make a finding as to the telephone rates. The whole system is undergoing a radical change in management and methods, by which competing lines and exchanges are being merged; telephone and telegraph lines are being merged and in some cases either or both are being merged with the United States mail service. Under these conditions past performances cannot furnish a satisfactory guide as to future necessities, and, in any event, we do not understand that compensation to the owners of these properties will depend upon the separate earnings of such properties subsequent to the time when they were taken over by the Government.

For the reasons herein set forth, it is

ORDERED, That the petition herein set out for authority to increase rates for telephone service be denied.

A. J. MAXWELL,  
*Commissioner.*

October 16, 1918.

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CONCORD TELEPHONE COMPANY TO THE CORPORATION COMMISSION—PETITION FOR AUTHORITY TO INCREASE TELEPHONE RATES.

MAXWELL, *Commissioner*: In the matter of petition of the Concord Telephone Company for authority to increase its rates for telephone service in the town of Mount Pleasant.

The Commission finds—

First. That the Director-General of telephone and telegraph lines, Hon. A. S. Burleson, has assumed full and exclusive authority to make the rates for telephone service. This authority was exercised by the Director-General in the matter of prescribing a scale of charges for installing telephones, and his authority in this matter was recognized by the petitioning companies.

Second. It has been announced in the press that the Director-General has under investigation, through a board created for that purpose, the establishment of a uniform scale of rates for telephone service throughout the United States, so that the same charge will be made for a like service everywhere. Assuming that this is true, in the absence of any compelling reason to the contrary, rate changes should await the completion of this investigation and the application of such uniform scale of charges.

Third. The Corporation Commission would not know, under present conditions, what would be the proper basis upon which to make a finding as to the telephone rates. The whole system is undergoing a radical change in management and methods, by which competing lines and exchanges are being merged; telephone and telegraph lines are being merged and in some cases either or both are being merged with the United States mail service. Under these condition past performances cannot furnish a satisfactory guide as to future necessities, and, in any event, we do not understand that compensation to the owners of these properties will depend upon the separate earnings of such properties subsequent to the time when they were taken over by the Government.

For the reasons herein set forth, it is

ORDERED, That the petitions herein set forth for authority to increase rates for telephone service be denied.

A. J. MAXWELL,  
*Commissioner.*

October 16, 1918.



HOME TELEPHONE AND TELEGRAPH COMPANY TO THE CORPORATION COMMISSION—PETITION FOR AUTHORITY TO INCREASE TELEPHONE RATES.

MAXWELL, *Commissioner*: In the matter of petition of the Home Telephone and Telegraph Company for authority to increase its rates for telephone service.

The Commission finds—

First. That the Director-General of telephone and telegraph lines, Hon. A. S. Burleson, has assumed full and exclusive authority to make the rates for telephone service. This authority was exercised by the Director-General in the matter of prescribing a scale of charges for installing telephones, and his authority in this matter was recognized by the petitioning companies.

Second. It has been announced in the press that the Director-General has under investigation, through a board created for that purpose, the establishment of a uniform scale of rates for telephone service throughout the United States, so that the same charge will be made for a like service everywhere. Assuming that this is true, in the absence of any compelling reason to the contrary, rate changes should await the completion of this investigation and the application of such uniform scale of charges.

Third. The Corporation Commission would not know, under present conditions, what would be the proper basis upon which to make a finding as to the telephone rates. The whole system is undergoing a radical change in management and methods, by which competing lines and exchanges are being merged; telephone and telegraph lines are being merged and in some cases either or both are being merged with the United States mail service. Under these conditions past performances cannot furnish a satisfactory guide as to future necessities, and, in any event, we do not understand that compensation to the owners of these properties will depend upon the separate earnings of such properties subsequent to the time when they were taken over by the Government.

For the reasons herein set forth, it is

ORDERED, That the petitions herein set out for authority to increase rates for telephone service be denied.

A. J. MAXWELL,  
*Commissioner.*

October 16, 1918.

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SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY TO THE CORPORATION COMMISSION—PETITION FOR AUTHORITY TO INCREASE TELEPHONE RATES.

MAXWELL, *Commissioner*: In the matter of renewal petition of the Southern Bell Telephone and Telegraph Company for authority to increase its rates for telephone service in the cities of Charlotte, Greensboro, Hamlet, Laurinburg, Mount Olive, Raleigh, Davidson, Reidsville, Salisbury, Wilmington, Winston-Salem, and Wrightsville Beach.

The Commission finds—

First. That the Director-General of telephone and telegraph lines, Hon. A. S. Burleson, has assumed full and exclusive authority to make the rates for telephone service. This authority was exercised by the Director-General



in the matter of prescribing a scale of charges for installing telephones, and his authority in this matter was recognized by the petitioning companies.

Second. It has been announced in the press that the Director-General has under investigation, through a board created for that purpose, the establishment of a uniform scale of rates for telephone service throughout the United States, so that the same charge will be made for a like service everywhere. Assuming that this is true, in the absence of any compelling reason to the contrary, rate changes should await the completion of this investigation and the application of such uniform scale of charges.

Third. The Corporation Commission would not know, under present conditions, what would be the proper basis upon which to make a finding as to the telephone rates. The whole system is undergoing a radical change in management and methods, by which competing lines and exchanges are being merged; telephone and telegraph lines are being merged and in some cases either or both are being merged with the United States mail service. Under these conditions past performances cannot furnish a satisfactory guide as to future necessities, and, in any event, we do not understand that compensation to the owners of these properties will depend upon the separate earnings of such properties subsequent to the time when they were taken over by the Government.

For the reasons herein set forth, it is

ORDERED, That the petitions herein set out for authority to increase rates for telephone service be denied.

A. J. MAXWELL,  
*Commissioner.*

October 16, 1918.

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SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY TO THE  
CORPORATION COMMISSION—PETITION FOR AUTHORITY TO IN-  
CREASE LONG DISTANCE TELEPHONE RATES.

MAXWELL, *Commissioner*: In the matter of petition of the Southern Bell Telephone and Telegraph Company for authority to increase its rates for long distance telephone service.

The Commission finds—

First. That the Director-General of telephone and telegraph lines, Hon. A. S. Burleson, has assumed full and exclusive authority to make the rates for telephone service. This authority was exercised by the Director-General in the matter of prescribing a scale of charges for installing telephones, and his authority in this matter was recognized by the petitioning companies.

Second. It has been announced in the press that the Director-General has under investigation, through a board created for that purpose, the establishment of a uniform scale of rates for telephone service throughout the United States, so that the same charge will be made for a like service everywhere. Assuming that this is true, in the absence of any compelling reason to the contrary, rate changes should await the completion of this investigation and the application of such uniform scale of charges.

Third. The Corporation Commission would not know, under present conditions, what would be the proper basis upon which to make a finding as to the telephone rates. The whole system is undergoing a radical change in management and methods, by which competing lines and exchanges are be-

ing merged; telephone and telegraph lines are being merged and in some cases either or both are being merged with the United States mail service. Under these conditions past performances cannot furnish a satisfactory guide as to future necessities, and, in any event, we do not understand that compensation to the owners of these properties will depend upon the separate earnings of such properties subsequent to the time when they were taken over by the Government.

For the reasons herein set forth, it is

ORDERED, That the petitions herein set out for authority to increase rates for long distance telephone service be denied.

October 16, 1918.

A. J. MAXWELL,  
*Commissioner.*

IN THE MATTER OF MOUNT AIRY TELEPHONE COMPANY FOR AUTHORITY TO INCREASE RATES FOR TELEPHONE SERVICE.

Upon consideration of the record in this case, after formal hearing and investigation, the Commission finds that the petitioner is not earning a reasonable return upon the value of its investment in the Mount Airy telephone exchange upon the rates now in force, and that it will not earn in excess of a reasonable return on the value of its property upon the increased rates which the Commission is asked to approve.

IT IS THEREFORE ORDERED, That the Mount Airy Telephone Company be authorized to charge the following rates for telephone service in its Mount Airy exchange:

Business stations .....	\$ 3.00
Resident stations .....	2.00

(S) A. J. MAXWELL,  
*Clerk.*

By order of the Commission:

IN THE MATTER OF MOUNT AIRY TELEPHONE COMPANY FOR AUTHORITY TO INCREASE RATES FOR TELEPHONE SERVICE.

Exceptions having been filed by Mr. J. H. Folger, Attorney for Board of Commissioners of the town of Mount Airy, to the findings of facts and order of the Commission in the above entitled case, such order bearing date July 30, 1918, and the said exceptions having been considered by the Commission; it is

ORDERED, That the exceptions be and they are hereby overruled.

This the 14th day of August, 1918.

A. J. MAXWELL,  
*Clerk.*

By order of the Commission:



## IN THE MATTER OF APPLICATION OF NORFOLK SOUTHERN RAILROAD COMPANY FOR AUTHORITY TO DISCONTINUE CERTAIN PASSENGER TRAINS.

MAXWELL, *Commissioner*: In the month of July the Commission gave to the Norfolk Southern Railroad Company tentative authority to discontinue the operation of certain passenger trains on its lines in this State, subject to hearing upon complaint by any communities affected by the discontinuance of such trains.

With respect to proposed discontinuance of trains Nos. 15 and 16 between Goldsboro and New Bern, citizens of Kinston and LaGrange petitioned the Commission for hearing before final authority should be given for discontinuance of these trains, which hearing was had at the office of the Commission in Raleigh this day.

It is desired to commend the attitude of both parties with respect to the petition of the Norfolk Southern Railroad Company developed at the hearing, and the matter is practically submitted to the Commission for determination upon the facts developed at the hearing without special prayer. From the facts submitted, it appears that trains Nos. 15 and 16, between Goldsboro and New Bern, have average passenger earnings approaching the bare costs of physical operation of these trains; that patrons of the company at points between Goldsboro and New Bern would be denied by the discontinuance of these trains passenger service which very greatly serves their convenience, and that these trains handle through package freight cars between Norfolk and points between Goldsboro and New Bern, inclusive, which add substantially to the revenue earnings of these trains, and which prompt freight package service greatly serves the convenience of the patrons of this company between Goldsboro and New Bern. Only about five tons of coal per day would be saved by the discontinuance of these trains, which render an important service in both passenger and freight transportation.

The Commission is of opinion that the service rendered by these trains is greater than the conservation that would be attained by their discontinuance, and it is therefore,

ORDERED, That the tentative authority heretofore given for their discontinuance be withdrawn.

This the 15th day of August, 1918.

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IN THE MATTER OF PETITION FOR INCREASE IN WATER RATES OF THE OXFORD WATER COMPANY.

## ORDER.

This cause coming on to be heard upon petition of the Oxford Water Company of Oxford, Granville County, for increase in its rates for furnishing water to consumers and also to the town of Oxford.

And it appearing to the Commission that the rates now in effect were prescribed under a franchise and contract with said town made in 1904.

And it further appearing that since said rates were prescribed, there has

been a large increase in the cost of operating the plant and of all items entering into the production of and furnishing water to consumers and the municipality.

And it further appearing that the present rates are inadequate and do not produce a reasonable return on the investment; that the stockholders of the company have not received dividends on their stock for many years; that the company is now operating its plant at a loss and is not able to provide funds for the necessary improvements and betterment of the service unless there shall be an increase in its revenue.

And it further appearing that the Board of Commissioners of Oxford has considered and investigated the increase in rates applied for and has approved the same.

IT IS THEREFORE ORDERED, That the Oxford Water Company be and it is hereby authorized to charge its patrons and consumers in the town of Oxford the following schedule of rates, to wit:

Minimum charge for 3,300 gallons per month, \$1.50.

For excess of 3,300 gallons and up to 5,000 gallons per month, 40 cents per 1,000 gallons.

For excess of 5,000 gallons and up to 10,000 gallons per month, 30 cents per 1,000 gallons.

For excess of 10,000 gallons and up to 100,000 gallons per month, 25 cents per 1,000 gallons.

For excess of 100,000 gallons per month, 20 cents per 1,000 gallons.

The above rates to be payable on or before the 10th day of the month following the rendering of the service, subject to a discount of 5 per cent if payment shall be made on or before the 10th day of the month: *Provided*, no discount shall be allowed on the minimum charge.

By order of the Commission:

(S) J. S. GRIFFIN,

August 28, 1918.

*Clerk.*

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IN THE MATTER OF PETITION OF THE PIEDMONT & NORTHERN  
RAILWAY COMPANY FOR INCREASE IN LOCAL STREET CAR  
FARES FOR THE CITY OF GASTONIA.

ORDER.

This cause coming on to be heard upon petition of the Piedmont & Northern Railway Company for increase in local street car fares for the city of Gastonia, North Carolina.

And it appearing to the Commission that on account of the abnormal increase in the cost of all material and equipment used in the operation of the said street railway.

And it further appearing that the cost of labor has very materially advanced, and that the lines of the Piedmont & Northern Railway Company in the city of Gastonia have not earned for the year, ending June 30, 1918, a reasonable return upon the investment of the company in that city.

And it further appearing that a copy of said petition together with a financial statement of the Piedmont & Northern Railway Company having



been served upon the city authorities of the city of Gastonia on August 8, 1918, and no protest having been made by the city authorities; it is

ORDERED, That the Piedmont & Northern Railway Company be and it is hereby authorized to increase its fares for transporting passengers over its street railway in the city of Gastonia, from five cents to seven cents, and that four tickets be sold for the sum of twenty-five cents.

By order of the Commission:  
August 31, 1918.

J. S. GRIFFIN,  
*Clerk.*

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IN THE MATTER OF PETITION OF THE FAYETTEVILLE LIGHT AND  
POWER COMPANY FOR INCREASE IN GAS RATES FOR THE CITY  
OF FAYETTEVILLE.

This cause coming on to be heard upon petition of the Fayetteville Light and Power Company for an increase in its gas rates for the city of Fayetteville.

And it appearing to the Commission that the gas company has been engaged in the manufacture and distribution of illuminating gas in the city of Fayetteville and suburbs for a number of years, and that on account of the increased cost of material and the increased cost of maintaining its plant, it has been unable to earn a reasonable return on its investment at the present rates charged for service, and that if such rates are to be continued in effect it could not give its patrons good service.

And a copy of said petition having been served upon the Chamber of Commerce of the city of Fayetteville, and no objection having been filed by that body to granting a reasonable increase in gas rates in the city of Fayetteville, and a copy of said petition having been served upon the city authorities of Fayetteville, and no objection having been raised to the granting of a reasonable increase in gas rates for the city of Fayetteville by said city authorities; it is

ORDERED, That the Fayetteville Light and Power Company be and it is hereby authorized to charge for gas in the city of Fayetteville a rate of two dollars and ten cents per one thousand cubic feet of gas less a discount of ten cents per one thousand cubic feet for the first five thousand cubic feet, and an additional discount of five cents for each one thousand cubic feet of gas used up to twenty-five thousand cubic feet, the discount of all over twenty-five thousand cubic feet of gas to be twenty-five cents per one thousand cubic feet of gas, for payment of bills on or before the 10th day of the month succeeding that in which gas is used.

By order of the Commission:  
August 31, 1918.

(S) J. S. GRIFFIN,  
*Clerk.*

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NORTH CAROLINA PUBLIC SERVICE COMPANY TO THE COMMISSION—  
PETITION FOR AUTHORITY TO INCREASE STREET CAR FARES  
IN GREENSBORO.

MAXWELL, *Commissioner*: Hearing October 25, 1918.

Appearances: A. L. Brooks and Carter Dalton for petitioner; C. A. Hines, City Attorney, and E. J. Stafford, Mayor, Greensboro.

From testimony of the petitioner, it appears that the street car business in the city of Greensboro has never been a profitable enterprise; that the petitioner has never in its history paid but one dividend, and that on its preferred stock at the rate of 4 per cent. Its income from operation of its street car service for the year 1918 fell short \$14,328.74 of the costs of operating the service and a 6 per cent depreciation on its street car properties, without including in its operating expenses any interest on bonded indebtedness. Its operating expenses are increasing, and it has now to meet a substantial increase in wages of employees.

This statement of testimony leaves the Commission without any ground for the proper exercise of a discretion to deny the petition. Public service companies render services necessary to the public convenience. Such service cannot be continuously performed at less than the cost of the service. They are denied the right at any time to make extraordinary profits and are entitled as a matter of legal right to charge such rates as will yield a fair return for the service rendered and a fair return upon the value of the property devoted to the public service. It is, therefore,

ORDERED, That the North Carolina Public Service Company be authorized to charge for street car service in the city of Greensboro, effective November, 1, 1918, seven cents for street car fares; that blocks of four tickets be sold for twenty-five cents, and it is recommended that books of seventeen tickets be sold for one dollar.

By order of the Commission:  
This October 26, 1918.

(S) J. S. GRIFFIN,  
Clerk.

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SALISBURY & SPENCER RAILWAY COMPANY TO THE COMMISSION—  
PETITION FOR AUTHORITY TO INCREASE STREET CAR FARES  
IN CONCORD.

MAXWELL, *Commissioner*: Hearing October 25, 1918.

Appearances: A. L. Brooks and Carter Dalton for petitioner.

It being shown by the petitioner that its street car service was operated for the year 1918 in Concord at a loss of \$3,358.16, without taking into account any interest on bonds or dividends on stock; that its costs of operation are increasing; that it now has to meet largely increased costs on account of street paving; and no objection appearing to the granting the petition, it is, therefore,

ORDERED, That the Salisbury & Spencer Railway Company be authorized to charge for street car service in the city of Concord, effective November 1, 1918, seven cents for street car fares; that blocks of four tickets be sold for twenty-five cents, and it is recommended that books of seventeen tickets be sold for one dollar.

This October 26, 1918.  
By order of the Commission:

(S) J. S. GRIFFIN,  
Clerk.



GOLDSBORO ELECTRIC RAILWAY COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN STREET CAR FARES IN THE CITY  
OF GOLDSBORO.

This cause coming on to be heard upon petition of Goldsboro Electric Railway Company, a corporation operating the street railway system in the city of Goldsboro, and it appearing to the Commission that the said corporation since its organization and up until the latter part of 1917 has been able only to make its actual expenses from the operation of said street railway system in the city of Goldsboro, and has never been able to pay a dividend nor accumulate a surplus.

And it appearing further to the Commission, that since the latter part of the year 1917, the corporation has been operating its street railway system in the city of Goldsboro at a net loss, detailed operating statements having been made to the Commission duly verified.

And it appearing further to the Commission, that the city authorities of the city of Goldsboro have unanimously approved petition of the Goldsboro Electric Railway Company for increase in its fares for transporting passengers over its street car line in the city of Goldsboro; it is, therefore,

ORDERED, That the Goldsboro Electric Railway Company be and it is hereby authorized to charge for transporting over its street railway system in the city of Goldsboro the schedule of rates herein named, to wit:

Cash fare .....	7 cents.
Four tickets .....	25 cents.
School children cash fare .....	5 cents.
School children six tickets .....	25 cents.

By order of the Commission:  
This 21st day of November, 1918.

(S) J. S. GRIFFIN,  
*Clerk.*

NORTH CAROLINA PUBLIC SERVICE COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN STREET CAR FARES IN CITY OF  
HIGH POINT.

LEE, *Chairman*: This matter was set down for hearing at the office of the Commission, on the 8th day of November, and notice was given to the citizens of High Point through its duly constituted authorities and through the commercial organizations of said city.

By agreement of counsel for the city of High Point, the matter was considered upon the petition and the answer filed on behalf of said city of High Point.

It appearing to the Commission that the North Carolina Public Service Company is a corporation engaged in the operation of a street car system in the city of High Point, and it further appearing from its financial statement, made in detail, duly verified, and filed with the Commission, that said corporation has been unable to earn a fair return upon its investment in its said street car system, and that its operation prior to and during the war period, has been at an actual loss.

And it further appearing from the record, that there has been no attempt to controvert the matters above set out; it is, therefore,

ORDERED, That the North Carolina Public Service Company be and it is hereby authorized and permitted to charge for transporting passengers over its street car system in the city of High Point, the fares herein named below:

Seven cents cash fare per passenger; four tickets to be sold for twenty-five cents.

By order of the Commission:  
This 22d day of November, 1918.

(S) J. S. GRIFFIN,  
*Clerk.*

NORTH CAROLINA PUBLIC SERVICE COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN GAS RATES IN CITY OF HIGH POINT.

LEE, *Chairman*: This matter was set down for hearing at the office of the Commission, at Raleigh, on the 8th day of November, 1918, and notice was given to the citizens of High Point through its duly constituted authorities and through the commercial organizations of said city.

By agreement of counsel for the city of High Point, the matter was considered upon the petition and the answer filed on behalf of said city of High Point.

It appearing to the Commission that the North Carolina Public Service Company is a corporation engaged in the manufacture and distribution of gas in the city of High Point, and it further appearing from its financial statement, made in detail, duly verified, and filed with the Commission, that said corporation has been unable to earn a fair return upon its investment in its gas plant in the city of High Point, and that its operation of said gas plant prior to and during the war period has been at an actual loss.

And it further appearing from the record in this cause, that there has been no attempt to controvert the matter herein set out therefore,

ORDERED, That the North Carolina Public Service Company be and it is hereby authorized and permitted to charge for gas in the city of High Point, from and after November 1, 1918, the following rates or schedule of prices, to wit:

First ten thousand cubic feet.....	\$1.85 gross, \$1.75 net.
Next twenty thousand cubic feet.....	1.35 gross, 1.25 net.
Over thirty thousand cubic feet.....	1.10 gross, 1.00 net.
Discount period 10 days. Minimum charge 75 cents.	

By order of the Commission:  
This 22d day of November, 1918.

(S) J. S. GRIFFIN,  
*Clerk.*

SALISBURY & SPENCER RAILWAY COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN STREET CAR FARES IN CITY OF  
SALISBURY.

This matter was set down for hearing and was heard at the office of the Commission, Raleigh, on the 8th day of November, 1918.



Stahle Linn, Esq., for petitioners.

Hon. W. H. Woodson, Mayor, for citizens of Salisbury.

From the evidence and record in the case, it appears that the Salisbury & Spencer Railway Company is a corporation operating a street railway system in the city of Salisbury and vicinity; that from its financial statement submitted to the Commission, duly verified, it has been unable to earn a fair return upon its investment in its street car system in the city of Salisbury, and that prior to and during the war period it has operated said street railway system at an actual loss. No evidence was introduced on behalf of protestants in rebuttal of said financial statement.

Protestants introduce evidence as to occasional breaks in the service, which was in part admitted by petitioner, and the Commission will order this service improved. It, therefore,

ORDERED, That the Salisbury & Spencer Railway Company be and it is hereby authorized and permitted to charge for transporting passengers over its street railway lines in the city of Salisbury and vicinity, the rates herein named, to wit:

Seven cents for each passenger; four tickets to be sold for twenty-five cents.

By order of the Commission:

(S) J. S. GRIFFIN,

This 25th day of November, 1918.

*Clerk.*

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SALISBURY & SPENCER RAILWAY COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN STREET GAS RATES IN CITY OF  
SALISBURY.

This matter was set down for hearing and was heard at the office of the Commission, Raleigh, on the 8th day of November, 1918.

Stahle Linn, Esq., for petitioners.

Hon. W. H. Woodson, Mayor, for citizens of Salisbury.

From the evidence and record in the case, it appears that the Salisbury & Spencer Railway Company is a corporation engaged in the manufacture and distribution of gas in the city of Salisbury; that from its financial statement submitted to the Commission, duly verified, it has been unable to earn a fair return upon its investment in its gas plant in the city of Salisbury. No evidence was introduced on behalf of protestants in rebuttal of said financial statement.

Protestants introduced some evidence as to the inferior quality of the gas, which was in part admitted by petitioners.

However, the Commission now has under consideration a plan for the proper inspection of gas plants in the several cities of the State looking to the standardization of the quality of gas and better service, and is now seeking a method, with the advice and assistance of the Bureau of Standards of the United States Government, that will bring about any needed improvement in this respect. It, therefore,

ORDERED, That the Salisbury & Spencer Railway Company be and it is

hereby authorized and permitted to charge for gas from and after November 1, 1918, city of Salisbury the rates herein named, to wit:

First ten thousand cubic feet.....	\$1.70 gross, \$1.60 net.
Next fifteen thousand cubic feet.....	1.35 gross, 1.25 net.
Next twenty-five thousand cubic feet.....	1.10 gross, 1.00 net.
Over fifty thousand cubic feet.....	.95 gross, .85 net.

Discount period 10 days. Minimum charge 75 cents.

By order of the Commission:  
This 25th day of November, 1918.

(S) J. S. GRIFFIN,  
*Clerk.*

SALISBURY & SPENCER RAILWAY COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN STREET CAR FARES IN CITY OF  
SPENCER.

This matter was set down for hearing and was heard at the office of the Commission, Raleigh, on the 8th day of November, 1918.

Stahle Linn, Esq., for petitioners.

Hon. W. H. Burton, Mayor, for citizens of Spencer.

From the evidence and record in the case it appears that the Salisbury & Spencer Railway Company is a corporation operating a street railway system in the city of Spencer and vicinity; that from its financial statement submitted to the Commission, duly verified, it has been unable to earn a fair return upon its investment in its street car system in the city of Spencer, and that prior to and during the war period it has operated said street railway system at an actual loss. No evidence was introduced on behalf of protestants in rebuttal of said financial statement.

Protestants introduced evidence as to occasional breaks in the service, which was in part admitted by petitioners, and the Commission will order this service improved. It is, therefore,

ORDERED, That the Salisbury & Spencer Railway Company be and it is hereby authorized and permitted to charge for transporting passengers over its street railway lines in the city of Spencer the rates herein, named to wit:

Seven cents for each passenger; four tickets to be sold for twenty-five cents.

By order of the Commission:  
This 25th day of November, 1918.

(S) J. S. GRIFFIN,  
*Clerk.*

SALISBURY & SPENCER RAILWAY COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN STREET GAS RATES IN CITY OF  
SPENCER.

This matter was set down for hearing and was heard at the office of the Commission, Raleigh, on the 8th day of November, 1918.

Stahle Linn, Esq., for petitioners.



Hon. W. H. Burton, Mayor, for citizens of Spencer.

From the evidence and record in the case it appears that the Salisbury & Spencer Railway Company is a corporation engaged in the manufacture and distribution of gas in the city of Spencer; that from its financial statement submitted to the Commission, duly verified, it has been unable to earn a fair return upon its investment in its gas plant in the city of Spencer. No evidence was introduced on behalf of protestants in rebuttal of said financial statement.

Protestants introduced some evidence as to the inferior quality of the gas, which was in part admitted by petitioners.

However, the Commission now has under consideration a plan for the proper inspection of gas plants in the several cities of the State looking to the standardization of the quality of gas and better service, and is now seeking a method, with the advice and assistance of the Bureau of Standards of the United States Government, that will bring about any needed improvement in this respect. It, therefore,

ORDERED, That the Salisbury & Spencer Railway Company be and it is hereby authorized and permitted to charge for gas from and after November 1, 1918, city of Spencer the rates herein named, to wit:

First ten thousand cubic feet.....	\$ 1.85 gross, \$ 1.75 net.
Next twenty thousand cubic feet.....	1.35 gross, 1.25 net.
Over thirty thousand cubic feet.....	1.10 gross, 1.00 net.
Discount period 10 days. Minimum charge 75 cents.	

By order of the Commission:  
This 25th day of November, 1918.

(S) J. S. GRIFFIN,  
*Clerk.*

PIEDMONT POWER AND LIGHT COMPANY TO THE COMMISSION—  
PETITION FOR INCREASE IN RATES IN THE TOWNS OF BURLINGTON, GRAHAM, MEBANE, AND GIBSONVILLE.

This cause was set down for hearing before the Commission at its office in Raleigh on Friday, November 8, 1918.

E. S. Parker, Jr., Esq., and J. H. Bridgers, Esq., for petitioner.

J. H. Vernon, Esq., for town of Burlington.

T. C. Carter, Esq., for town of Mebane.

Petitioner is a corporation operating an electric power plant in the towns of Burlington, Gibsonville, Graham and Mebane, and serving commercial electric lighting to the citizens of said towns.

Petitioner submitted verified statement of its financial operations in the towns named herein showing that the increase in its labor cost for the month of August, 1918, over the months of August, 1917, was \$1,284, and for the month of September, 1918, over the month of September, 1917, \$1,902. That during the war period, and now the petitioner has been able to purchase coal sufficient only to produce power to generate 425 K. W. H. per ton as against coal purchased prior to the pre-war period that would produce power sufficient to generate 600 to 650 K. W. H. per ton. That there has been an actual deficit in operating expenses in August, 1918, as against

August, 1917, of \$3,437.38, and September, 1918, as against September, 1917, of \$1,196.86. No testimony was offered on behalf of respondents in rebuttal of said financial statement of petitioner. It is, therefore,

ORDERED, That petitioner, Piedmont Power and Light Company, be and it is hereby authorized and permitted to charge for commercial lighting in the towns of Burlington, Gibsonville, Graham and Mebane, from and after November 1, 1918, the following schedule of rates:

12 cents K. W. H. first.....	50 K. W. H. per month.
9 cents K. W. H. next.....	250 K. W. H. per month.
7 cents K. W. H. next.....	750 K. W. H. per month.
5 cents K. W. H. excess.....	... K. W. H. per-month.

Discount 5 per cent if bills are paid within ten days. Minimum 7 K. W. H. per month.

By order of Commission:

(S) J. S. GRIFFIN,

This 29th day of November, 1918.

*Clerk.*



## CLAIMS AND COMPLAINTS.

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### PASSENGER SERVICE.

Citizens of Tarboro v. Atlantic Coast Line Railroad Company. Petition asking for extension of trains 93 and 94, running from Rocky Mount to Fayetteville and return, to Tarboro. After much correspondence and a hearing in the matter, the Commission requests the defendant company to arrange to give the proposed service a trial of sixty days to determine whether or not it would develop sufficient patronage to justify its continuance. After several months trial it appears that the service does not justify continuance, the Commission gives defendant company authority to discontinue same.

Frank T. Spinney v. Seaboard Air Line Railway. Petition asking that train No. 1 stop at Pine Bluff for passengers purchasing tickets north and west of Richmond. The matter is taken up with defendant company, but this being interstate train and the operations of same not being subject to control of the Commission, case is dismissed.

Citizens of Lineberry v. Southern Railway Company. Petition asking for establishment of depot at Lineberry, station on defendant's line of road. It appearing that shipments moving to and from Lineberry are quite small, defendant company advises that arrangements are made to have box car fitted up nicely, and no further complaint being made to Commission, case is closed.

Franklinton v. Seaboard Air Line Railway. Complaint of depot accommodations, and asking that passenger station adequate and sufficient for accommodation and convenience of passengers be provided. Defendant company advises that representative will visit Franklinton and make satisfactory adjustment.

Citizens of Mints v. Atlantic Coast Line Railroad Company. Petition for establishment of regular agency at Mints, station on defendant's line of road. Defendant company advises that business at that station is quite small, and it has good depot with caretaker who looks after freight and flags trains. Case is dismissed.

Carolina, Clinchfield & Ohio Railway Company to the Commission, Application to change station of Tate to nonagency station. Commission advises that authority is granted to discontinue agency but to continue Tate as a prepay station.

Edenton Board of Trade v. Norfolk Southern Railroad Company. Petition asking for change in schedule of trains on Columbia Branch, enabling citizens of Tyrrell and Washington counties to make trips to Edenton at least twice a week and return same day, thereby allowing a reasonable amount of time in Edenton in which to attend to business. Schedule arranged satisfactorily.

Citizens of Asheville, Brevard and Hendersonville v. Southern Railway Company. Petition asking for more convenient schedule locally between Hendersonville and Asheville. Dismissed.

Judge Walter Clark v. Atlantic Coast Line Railroad Company, and Norfolk Southern Railroad Company. Union passenger station at Wilson. The matter of defendant companies establishing jointly a passenger station at Wilson was taken up with railroad companies and Wilson people. Dismissed.

Madison County Railway Company to the Commission. Petition asking for removal of depot at Runion to Junction of Madison County Railway Company. Petition withdrawn.

Citizens of Cherryville v. Seaboard Air Line Railway Company. Petition for depot facilities. Railway Company advises that plans for depot improvements will be submitted, and that later on new depot will be constructed.

Citizens of Crutchfield v. Southern Railway Company. Petition asking for former service to be restored, that is having agent meet train 239. Defendant company furnishes Commission with report showing cash fares collected, and complainant is advised that from the report it does not appear that sufficient business is handled to require replacing of agent at Crutchfield. Dismissed.

Norfolk Southern Railroad Company to the Commission. Freight and passenger station at Asheboro. Norfolk Southern Railroad Company files with the Commission location and structure plan for new combined freight and passenger station for Asheboro, asking for approval of the Commission. Petition is filed by citizens of Asheboro asking that Commission prevent building of proposed station on account of inaccessibility of same. Commission approves plans and advises railway company to proceed with construction of same.

Elizabeth City Chamber of Commerce v. Norfolk Southern Railroad Company. Complaint of service from Suffolk to Elizabeth City. Adjusted.

B. B. Hill v. Atlantic & Western Railway Company. Complaint of accommodations for colored people. Adjusted.

Citizens of Bullock v. Southern Railway Company. Complaint of freight and passenger service on defendant's line between Oxford and Clarksville, N. C. Defendant company makes report to the Commission showing that double daily service on this line would not be justifiable. Case dismissed.

S. M. Young v. Norfolk Southern Railroad Company. Complaint as to manner in which baggage is handled on night train of defendant company at Kinston. Adjusted.

T. H. Crocker v. Seaboard Air Line Railway Company. Complaint of passenger service from Portsmouth to points between Norlina and Raleigh. Dismissed.

Citizens of Kittrell v. Seaboard Air Line Railway Company. Complaint of passenger service between Kittrell and Henderson. Dismissed.

Alex. Lee v. Norfolk Southern Railroad Company. Complaint as to fare from Grants to Belhaven. Adjusted.

George A. Gash, Blantyre v. Southern Railway Company. Complaint as to conditions existing at Blantyre with reference to shipping pulp wood. Adjusted.

A. J. Sutton v. Appalachian Railway Company. Complaint of depot accommodations at Ela. It appearing that station at this place is adequate, case is dismissed.



M. F. Kersey v. Southern Railway Company. Complaint as to accommodations on defendant's trains between Greensboro and Ramseur. Adjusted.

D. F. Davis v. Norfolk Southern Railroad Company. Complaint of station accommodations at Pike Road, station on defendant's line. Adjusted.

Citizens of Hyde County v. Norfolk Southern Railroad Company. Complaint of failure to receive mail regularly, due to defendant company failing to keep schedules. Commission is advised by defendant company that schedules will be rearranged so as to adjust the complaint.

Stanly Winborne v. Atlantic Coast Line Railroad Company. Complaint of danger in defendant company stopping passenger train on bridge at Tunis, N. C., while passenger train takes on water. Defendant company advises that instructions have been given for erection of additional tank for accommodation of southbound trains at Tunis.

Citizens of Ruffin v. Southern Railway Company. Petition to have train No. 36 stop on flag at Ruffin. It appearing that ticket sales for this train were small, and if this petition should be granted for one station it would be requested for all, and the train being through train, case is dismissed.

Citizens of Pelham v. Southern Railway Company. Petition to have train No. 36 stop on flag at Pelham. It appearing that the ticket sales for this train were small, train being through train and if granted for one station it would be requested by all. Case is dismissed.

Azalea Woodworking Company v. Southern Railway Company. Petition asking that Nos. 15 and 16 stop on flag at Azalea. Dismissed.

Erwin A. Holt v. Atlantic Coast Line Railroad Company. Complaint of mail service due perhaps to trains missing connection at Selma. Matter investigated. Dismissed.

C. C. Smoot & Sons Company v. Southern Railway Company. Complaint of mail service since change in schedule between Greensboro and North Wilkesboro. Dismissed.

Snowden v. Norfolk Southern Railroad Company. Petition from Senator Cox asking that Snowden be made flag stop for trains Nos. 1 and 2. Granted.

Citizens of Acme v. Seaboard Air Line Railway Company. Complaint as to accommodations at Acme, station on defendant's line of road. Adjusted.

Citizens of Roper and Wenona v. Norfolk Southern Railroad Company. Complaint of unsatisfactory service, passenger, mail and express. Defendant company advises that it is working out a rearrangement of schedules that it anticipates will be satisfactory.

Citizens of Aurora v. Washington & Vandemere Railroad Company. Complaint of passenger train service, asking that passenger and freight train be operated daily except Sunday, and passenger train operated Sunday between Washington and Vandemere. Defendant company advises that business would not justify expense of putting on additional passenger train.

W. H. Clark v. Norfolk Southern Railroad Company. Complaint as to defendant company anticipating making change in schedule on Edenton-Suffolk Branch. Defendant company advises it has no intention of making change in schedule.

New Bern Chamber of Commerce v. Norfolk Southern Railroad Company. Complaint of discontinuance of trains Nos. 13 and 14, between New Bern and Washington. Adjusted.

Citizens of Dennis v. Norfolk and Western Railway Company. Petition asking that separate accommodations be furnished for colored and white people at Dennis, station on defendant's road. Dismissed.

Southern Railway Company to the Commission. Permission to change name of Marion Junction, station on Southern Railway, to Clinchcross. Commission advises of its approval.

Raleigh Chamber of Commerce v. Norfolk Southern Railroad and Southern Railway Company. Petition asking for connection of defendant companies' trains reaching Raleigh at 7:25 p. m. Defendant, Southern Railway Company, advises it will hold its train for arrival of Norfolk Southern Railroad when same is reported to reach Raleigh on time.

Judge Walter Clark v. Norfolk Southern Railroad Company. Complaint of refusal of defendant company to sell through ticket from Raleigh to Norfleet, station on Atlantic Coast Line Railroad. Defendant Company advises that tickets will be sold to Norfleet and other points on Atlantic Coast Line Railroad Company.

R. A. Farley v. Southern Railway Company. Complaint of lack of drinking water at Charlotte station. Defendant company advises that it has spigot located in main white waiting room, also in colored waiting room, and also water coolers in white and colored women's waiting rooms.

Citizens of Warsaw v. Atlantic Coast Line Railroad Company. Location of new depot at Warsaw. It appearing that the location had already been determined upon and the building of same begun, the matter is adjusted.

J. W. Rallings, Indian Trail, v. Seaboard Air Line Railway Company. Application for agent at Indian Trail. Dismissed.

J. H. Alexander, Jr. v. Atlantic Coast Line Railroad Company. Complaint of train schedule for Scotland Neck of No. 58. Dismissed.

Citizens of Canton v. Southern Railway Company. Depot accommodations. Defendant company advises that plans will be prepared as early as engineer can do so and the work go forward, for the erection of suitable depot.

Southern Railway Company to the Commission. Petition to close Bethania as regular agency and make same prepay agency. Petition filed against closing this station, and case is dismissed.

Carolina Railroad Company to the Commission. Application to close Dawson and Glenfield agencies. Granted.

Citizens of Webb v. Carolina, Clinchfield & Ohio Railway Company. Petition to make Webb flag stop. It appearing that Webb is between Green Mountain and Relief, both of which stations are stops. Green Mountain being regular station and Relief prepay station, and having stop at Webb would make stops only two miles apart. Case is dismissed.

Citizens of Pittsboro v. Seaboard Air Line Railway Company. Petition for installation of telephone at Pittsboro station. Dismissed.

G. S. Harrill, Ellenboro, v. Southern Railway Company. Petition to the Commission asking for change in name of station from Henrietta to Hamrick. Dismissed.

Hickory Daily Record v. Carolina & Northwestern Railway Company. Complaint with reference to schedule of passenger trains Nos. 5 and 6, between Hickory and Lenoir, same being discontinuance of these trains. It



appearing that the discontinuance of these trains is due to congested conditions during the war, case is dismissed.

Citizens of Brickhouse, Corinth v. Norfolk Southern Railroad. Complaint of change in schedule between Raleigh and Charlotte. Dismissed.

Heriot Clarkson v. Carolina, Clinchfield & Ohio Railway Company, and Seaboard Air Line Railway. Complaint of passenger service, Seaboard Air Line Railway failing to make connection at Bostic with the Carolina, Clinchfield & Ohio Railway, thereby causing great inconvenience to people going to Little Switzerland. After taking the matter up with defendant companies, the Carolina, Clinchfield & Ohio Railway Company advises the Commission that its connections are dependable, the Seaboard Air Line showing disposition to wait any reasonable length of time, sometimes as much as thirty minutes, and that connections are not missed more than twice a month. Case is dismissed.

Citizens of Lansing v. Virginia-Carolina Railroad Company. Petition for depot and accommodations at Lansing. Dismissed.

Chas. B. Deaver v. Southern Railway Company. Complaint as to cattle guards used between Brevard and Hendersonville. Commission is advised by defendant company that the cattle guards used are standard. Case dismissed.

Judson Seaborn v. Seaboard Air Line Railway Company. Complaint as to railroad crossing between Wake Forest and Raleigh. Adjusted.

Citizens of Raeford v. Aberdeen & Rockfish Railroad Company. Complaint of mail service. Dismissed.

Roanoke River Railway Company to the Commission. Application for permission to dismantle and sell rails, locomotives, etc. Commission advises that this can only be done through authority by the Legislature. Dismissed.

James L. Doll v. Norfolk Southern Railroad Company. Complaint as to handling baggage at Kinston. Dismissed.

Town of Landis v. Southern Railway Company. Complaint of service rendered by defendant company. Adjusted.

Southern Railway Company to the Commission. Application to change name of station from McLeansburg to McLeansville. Granted.

M. C. Price v. Southern Railway Company. Complaint as to condition of passenger coaches on trains leaving Greensboro. Adjusted.

Seaboard Air Line Railway Company to the Commission. Application for change in schedule of trains to Atlanta and Jacksonville. Granted.

Carolina and Yadkin River Railway Company. Application for authority to discontinue Sunday trains between High Point and High Rock. Granted.

Travelers' Protective Association v. Atlantic Coast Line Railroad Company and Southern Railway Company. Petition asking that defendant companies make connection by Southern train 111 and Atlantic Coast Line train arriving at Selma at 11:21 p. m., thereby making connection from Norfolk to Raleigh, Durham, Greensboro, etc., at night. Southern Railway Company advises it will change its schedule to have its train leave Selma five minutes later than its schedule then shows, so as to make connection.

Wiley M. Roberts v. Southern Railway Company. Petition asking that trains Nos. 11 and 12 stop on flag at Redman. Dismissed.

Citizens of Cary v. Seaboard Air Line Railway. Petition asking that train No. 7 stop on flag at Cary. This being a through interstate train and not subject to order of the Commission, petition is dismissed.

Southern Railway Company to the Commission. Application for permission to discontinue agency at North Charlotte, depot at said place having been destroyed by fire. Granted.

Citizens of North Charlotte v. Southern Railway Company. Petition asking that defendant company rebuild depot, same having been destroyed by fire. Commission advises it would not be justified in requiring defendant company to rebuild depot at this time, owing to increased cost of maintenance together with minimum wage paid station agents by United States Railroad Administration, and also that reestablishment of same would bring into question authority of Commission under the five-mile limit law. Dismissed.

Valdese Manufacturing Company v. Southern Railway Company and Western Union Telegraph Company. Application to make Valdese flag stop for train No. 36, and also have telegraph operator placed at that point. Defendant, Southern Railway Company, advises it will make Valdese flag stop for train No. 36. Adjusted with reference to telegraph operator.

Atlantic Coast Line Railroad Company to the Commission. Application to discontinue agency at House. Granted.

Citizens of Wendell v. Norfolk Southern Railroad Company. Complaint of accommodations at passenger station. Dismissed.

Citizens of Osgood v. Seaboard Air Line Railway. Petition asking that trains Nos. 11 and 12 stop at Osgood. Defendant company advises these trains will stop on flag.

Citizens of Wildwood v. Norfolk Southern Railroad Company. Petition asking that Wildwood be made regular stop for passenger trains. Granted.

Citizens of Blantyre v. Southern Railway Company. Petition with reference to facilities for handling business at Blantyre, asking that passenger and freight station be built, equipped and furnished, adequate and suited to the needs of the community. Adjusted.

Berry O'Kelly v. Seaboard Air Line Railway Company. Complaint as to accommodations at Raleigh Union depot for colored people, in that the front door to waiting room for colored people is not kept open. Commission requests that defendant company arrange to have this door kept open.

Mount Mitchell Railroad to the Commission. Petition with reference to approval of passenger rates. Company authorized to charge passenger rate of \$2.50 for each adult passenger for a round trip over said road.

Norfolk Southern Railroad Company to the Commission. Application to discontinue stop at River Road and Hall's Swamp. Granted.

R. E. Price v. Carolina, Clinchfield & Ohio Railway Company and Southern Railway Company. Complaint of failure of trains to make connection at Eostic Junction. Dismissed.

Carolina, Clinchfield & Ohio Railway Company v. L. B. Stewart and wife, Lydia Stewart. Condemnation of property at Spruce Pine. Upon request of petitioner, case is dismissed.



Seaboard Air Line to the Commission. Application to change passenger schedules of train leaving Norlina and train leaving Charlotte. Granted.

Belhaven Board of Trade v. Norfolk Southern Railroad. Petition asking for reinstatement of train service on Pinetown Branch. Complainant claims new schedule breaks connection with main line train and delays freight and passenger traffic. Adjusted, and old schedule reinstated.

### FREIGHT SERVICE.

Town of Glenwood v. Southern Railway Company. Petition for side track and overhead bridge. Dismissed.

Citizens of Monroe, Hamlet, Lilesville and Marshville. Petition for additional freight train service between Monroe and Hamlet. Dismissed.

John R. L. Cole v. Southern Railway Company. Application for side track facilities at Epps Springs. Dismissed.

Dickson Cotton Mill v. Seaboard Air Line Railway Company. In the matter of condemnation of coal chute and refusal to place shipments of coal on same, asking that defendant company be required to put coal chute in good condition. Complainant is advised that Commission does not think it reasonable to require defendant company to keep coal trestle in repair as revenue from shipments handled over it did not appear sufficient to justify defendant assuming expense. Dismissed.

State's Prison v. Seaboard Air Line Railway Company and Southern Railway Company. Complaint with reference to trains of defendant companies blocking entrance to Prison for unreasonable length of time. Adjusted.

A. P. Foster v. Southern Railway Company (Tallulah Falls Railway Company). Application for side track at Tryphosa. Track installed.

N. C. Hines v. Seaboard Air Line Railway Company. Complaint of condition of track at crossing at fair grounds. Adjusted.

Senator Nelson v. Carolina and Northwestern Railway Company. Complaint of delay of defendant company in providing permanent bridge in place of temporary bridge on defendant's line of road between Hickory and Lenoir, bridge having been carried away by flood of 1916. Defendant company advises that the matter will have proper attention and the matter of replacing bridge will begin as soon as possible.

Atlantic and Carolina Railroad to the Commission. Application for exemption from section 263a, Revisal 1907, section 3, chapter 217, Laws 1907. Granted in so far as said act imposes penalties for failure to furnish cars for loading.

T. C. Moon, Graham, v. Southern Railway Company. Complaint of condition of coal trestle at Graham, and asking that defendant company be required to rebuild same. Dismissed.

Citizens of Roanoke Rapids v. Seaboard Air Line Railway Company. Complaint of freight service. Defendant company advises that matter is being given attention and complainants will be given relief. Adjusted.

W. H. Hall v. Seaboard Air Line Railway Company. Complaint of freight service rendered at Cary. Adjusted.

E. F. Watson v. Black Mountain Railway Company. Complaint of notice by defendant company of discontinuance of receiving freight at Summit Cut, station on its line of road. Adjusted.

LaGrange Steam Plant Company v. Norfolk Southern Railroad Company. Application for siding facilities. Side track installed.

Seaboard Air Line Railway Company to the Commission. Application for permission to discontinue siding known as McMillan. Granted.

Linville River Railway Company to the Commission. Application for relief from penalty imposed by section 3, chapter 217, Laws 1907, with reference to failure to place cars for loading. Order made granting the relief desired.

N. W. Abernathy v. Southern Railway Company. Complaint of service at Marble Siding. Adjusted.

A. J. Sutton v. Southern Railway Company. Petition for side track at Ela, station on defendant's line. Dismissed.

James H. Pou v. Norfolk Southern Railroad Company. Petition for side track. Side track installed.

Alexander & Garsed v. Piedmont and Northern Railway Company. Petition for siding to plant near Charlotte. Petitioner decides not to install plant, and advises defendant company that it did not care for siding at the present time. Dismissed.

Trent River Marl and Lime Company v. Atlantic Coast Line Railroad Company. Application for side track facilities. Agreement is reached as to siding between petitioner and defendant, and Commission is asked to continue matter indefinitely pending adjustment.

Town of Littleton v. Seaboard Air Line Railway Company. Complaint of pass track near Littleton being full of cars. Commission requests defendant company to keep pass track clear as much as possible.

Atlantic Coast Line Railroad Company, Norfolk Southern Railroad Company, Seaboard Air Line Railway Company, and Southern Railway Company to the Commission. Application for authority to close larger freight stations for receiving freight earlier. Granted, and order is made amending rule of the Commission with reference to hours for keeping depots open for receiving and delivering freight.

Seaboard Air Line Railway Company to the Commission. Application for authority to discontinue Forestville and Wyatt as stations on tariffs issued. Granted.

Citizens of Rose v. Southern Railway Company. Petition for station facilities for freight and express. Dismissed.

G. S. Welch v. Southern Railway Company. Application for siding facilities at Jennie Siding. Adjusted.

Rush Stroup v. Seaboard Air Line Railway Company. Application for construction of crossing near stubbs. Application granted.

Citizens of Willetts v. Southern Railway Company. Application for side track facilities. Commissioner Lee goes to Willetts and the matter is adjusted.



Thompsons Company v. Southern Railway Company. Complaint as to transfer of freight and switching charge. Defendant company advises agent was in error in declining to switch car, and overcharge is authorized refunded.

Mrs. J. R. Ferrall v. Norfolk and Western Railway Company. Connection of trains at Durham. Dismissed.

Citizens of Liberty v. Southern Railway Company. Application asking that electric lights be installed at depot of defendant company. Dismissed.

Charlotte Shippers and Manufacturers Association v. Southern Railway Company. Complaint of freight depot at Charlotte, the roof on warehouse being in bad condition. Defendant company advises authority for recovering half of depot had been granted, and work would begin as soon as contract could be let and material secured.

Atlantic Coast Line Railroad Company to the Commission. Application for permission to abandon side track at Emerson. Granted.

Raleigh Chamber of Commerce v. Southern Railway Company. Complaint as to order with reference to designating days of week on which less than carload shipments of freight were to be received. Defendant company advises this action is uniform all over the entire system.

Southern Railway Company to the Commission. Permission for consolidation of freight agencies of Seaboard Air Line Railway and Southern Railway at Cary. Granted.

Asheboro Wheelbarrow Company v. High Point, Randlemen, Asheboro and Southern Railway Company. Notice to petitioner by defendant company that they will be denied use of side track then being used unless they execute certain form of contract covering continued use and operation of the siding. This is taken up with United States Railroad Administration, and Commission advised that the matter be left in abeyance, without immediate execution of new contract until further considered, this being satisfactory to defendant company.

Seaboard Air Line Railway to the Commission. Application to make Scholl prepay station. Granted.

Norfolk Southern Railroad Company to the Commission. Rearrangement of freight schedule between Star and Charlotte, discontinuing freight trains Nos. 62 and 63 between Star and Charlotte, and substituting in lieu two local freight trains. Approved application for discontinuance of freight trains Nos. 62 and 63, with understanding that in rearrangement travel between Star and Charlotte is taken care of with mixed train.

Norfolk Southern Railroad to the Commission. Application to make Samarcand prepay station. Granted.

#### FERRY, ELECTRIC LIGHT, GAS, TURNPIKE COMPANIES.

L. S. Ford v. Southern Public Utilities Company. Complaint of discontinuance of service to photograph gallery of complainant. Dismissed.

A. S. Whitfield v. Tide Water Company. Complaint of toll on baggage. Dismissed.

Citizens of Brunswick County v. Brunswick Bridge and Ferry Company. Petition with reference to accommodations for the public at ferry dock, there

being no waiting room, no provision for taking care of automobiles, and the road leading to ferry dock being too narrow. Matter complained of is called to attention of defendant company, and the Commission is advised that the matter is to be adjusted between complainants and defendant.

R. M. Fain v. Murphy Light and Power Company. Complaint of amount of power furnished by company for amount paid per month. Dismissed.

Ahoskie Light and Power Company to the Commission. Petition asking for higher rates by the town of Ahoskie for the service rendered. Adjusted.

Seaboard Air Line Railway Company v. Durham Traction Company. In the matter of extension of electric light wires of defendant company over the right of way of petitioner. Complaint served, and later Commission is advised of an agreement between companies.

G. C. Buquo Lime Company v. Hot Springs Manufacturing Company. Adjustment of rates. Adjusted.

Seaboard Air Line Railway v. Charlotte Rapid Transit Company and Charlotte Electric Railway Company. Petition for interlocking system or automatic signal at crossing. Dismissed.

F. M. Simmons v. New Bern Gas Company. Complaint as to rates for gas meter. Dismissed.

Whitney & Whitney, Bessemer City, v. Southern Public Utilities Company. Complaint as to charge for service. Dismissed.

J. T. Farish v. Southern Public Utilities Company. Complaint of discontinuance of street car stop at West End. Adjusted.

Charles W. Horne v. Carolina Power and Light Company. Complaint of service rendered on Sunday at Clayton, current being cut off frequently on that day. Dismissed.

Asheville Power and Light Company to the Commission. Application to discontinue practice of selling six tickets for street car fares for twenty-five cents. This being a voluntary concession on part of company to sell six tickets for twenty-five cents, and not order by the Commission, the Commission advises company it has no objection to discontinuance of the practice.

Electric Light Company of Elizabeth City to the Commission. Application for authority to increase base rate for electric current from 10 cents per K. W. H. to 12 cents per K. W. H., same having been approved by the Board of Aldermen of Elizabeth City. Granted.

Piedmont Power and Light Company to the Commission. Application for increase in rates for small power in Burlington. Application withdrawn. Dismissed.

#### EXPRESS COMPANY.

Broadway v. Southern Express Company. Petition asking for establishment of office. Office established.

Southern Express Company to the Commission. Application for authority to discontinue agency at Newell. Authority granted.

Southern Express Company to the Commission. This case was formerly application on part of Southern Express Company for authority to close agency at Willitts, which authority was granted. Now, petition is filed by



citizens of Willitts asking that the office at that place be opened. The company is advised by Commission that, in view of increased development of business at that point, it is requested that investigation and arrangements be made for the opening of the office. Commission is advised that office is opened.

Citizens of Bethania v. Southern Express Company. Petition asking that office be opened and maintained at that place. It appearing that business is not sufficient to justify an office at Bethania. Case is dismissed.

Tarboro v. Southern Express Company. Petition asking for extension of delivery limits by Southern Express Company at Tarboro. Dismissed.

Citizens of Cherryfield v. Southern Express Company. Application for establishment of office at Cherryfield. Office established.

Smithfield v. Southern Express Company. Application for maintenance of up-town office at Smithfield, office at present now being at depot. Case dismissed.

W. W. Simms Company v. Southern Express Company. Complaint as to failure of defendant company to deliver express to complainant, said place of business being one block further than present delivery limits. Defendant company is advised that it should deliver express to complainant.

Shelby Board of Trade v. Southern Express Company. Complaint of service rendered. Matter is called to attention of company. Adjusted.

North Carolina Sanatorium v. Southern Express Company. Establishment of office at Sanatorium. Office established.

State Board of Health v. Southern Express Company. Complaint of unjust charge on shipment not delivered. Adjusted.

Southern Express Company to the Commission. Application for discontinuance of agency at Shoals. Granted.

Citizens of Cedar Falls v. Southern Express Company. Establishment of office. Defendant company advises that office was once at Cedar Falls and business was not sufficient to justify same. Dismissed.

North Wilkesboro Merchants Association v. Southern Express Company. Complaint of service to and from North Wilkesboro, due to change in schedule of Southern Railway trains. Defendant company advises that service by express company has in no way been curtailed, it covering same trains as usual. Defendant company also asks, in view of conditions existing incident to the national situation and the need of economy on part of every one, that same service be allowed to remain in effect. Dismissed.

Town of Kings Mountain v. Southern Express Company. Complaint to Commission that since curtailment of train service to Kings Mountain express service is quite limited. Suggestion is made to defendant company to institute service on trains 45 and 46, to offset disadvantages suffered. Defendant company advises this suggestion will be carried out, but later advised the Commission that on account of not being able to get cars on account of surplus of railway equipment being utilized in government service, it is unable to have this service on trains 45 and 46. Kings Mountain then suggests trains 30 and 37, and the Commission advises it could not require this additional service on these trains as they were through interstate trains, and not subject to control of the Commission. Dismissed.

Keystone Paper Box Company v. Southern Express Company. Complaint of service at Burlington. Dismissed.

American Railway Express Company to the Commission. Application to close office at Cherryfield. Granted.

American Railway Express Company to the Commission. Application to close office at Mortimer, the railroad company having closed its office at this point. Granted.

Elizabeth City Chamber of Commerce v. American Railway Express Company. Delivery by wagon to hospital located near Elizabeth City. Defendant company advises that it will undertake to make deliveries to hospital.

Alex Lee v. Western Union Telegraph Company. Complaint of service. Adjusted.

Geo. J. Hales Company v. Western Union Telegraph Company. Complaint of delay in service. Complaint investigated. Adjusted.

Zeb V. Turlington v. Western Union Telegraph Company. Complaint of service with reference to office hours at Statesville. Dismissed.

Towns of Cary, Louisburg, Newland and Franklin v. Western Union Telegraph Company. Complaint of discontinuance of service at these points. Service reinstated.

Citizens of Newland v. Western Union Telegraph Company. Petition for extension of line from Cranberry, N. C., to Newland and establishment of office. Cranberry being on line of railroad with which defendant company has no contract, and business to and from Newland being handled over telephone, receipts at Newland being small, and not sufficient to justify extension of wires and establishment of independent office. Case is dismissed.

#### TELEPHONE COMPANIES.

K. M. Pearce v. Chowan Telephone Company. Complaint of refusal of defendant company to install phone. Dismissed.

J. K. Wolfe v. Southern Bell Telephone and Telegraph Company. Complaint of service rendered. Adjusted.

J. L. McConnell v. Southern Bell Telephone and Telegraph Company. Complaint of refusal of defendant company to install telephone. Defendant company advises that arrangements are being made to furnish complainant service desired.

J. A. Clarke & Bro. v. Home Telephone and Telegraph Company. Complaint of discrimination in charges for service. Adjusted.

Southern Bell Telephone and Telegraph Company to the Commission. Application for approval of schedule of rates for Goldsboro, N. C. The following rates are approved:

(a) After completion of described improvements and until twenty-five hundred (2500) stations are connected with said Goldsboro exchange, the rates charged by said telephone company, for local exchange service, shall not exceed the rates charged by it for the same class of service in any other city or town in the State of North Carolina of similar size and operating



under similar conditions, and in no event shall the rates charged for the following classes of service exceed:

Unlimited special line business stations, per month.....	\$ 4.00
Unlimited duplex line business stations, per month.....	3.50
Unlimited special line residence stations, per month.....	2.50
Unlimited duplex line residence stations, per month.....	2.00

(b) After twenty-five hundred (2500) stations are connected with said Goldsboro exchange, the rates charged by said Telephone Company, for local exchange service, shall not exceed rates charged by it for the same class of service in any other city or town in the State of North Carolina, of similar size, and operating under similar conditions.

From this date, and until the completion of the described improvements, the telephone company shall not charge rates in excess of the present schedule of rates now in effect in said city. Case closed.

Aurora Telephone Company v. Carolina Telephone and Telegraph Company. Complaint of refusal of defendant company to give connection for messages from Pamlico Company. Complaint withdrawn. Case closed.

W. L. Daniels, Blount's Creek, v. Aurora Telephone Company. Complaint of discrimination in service. Dismissed.

Erlanger Cotton Mills v. Southern Bell Telephone and Telegraph Company. Refusal of defendant company to install telephone at mill. Adjusted. Case closed.

Consolidated Telephone Company to the Commission. Application for increase in rates for Clinton exchange. The following rates are authorized:

Residence phones .....	\$ 2.00 per month.
Business phones .....	2.50 per month.

Asheboro Telephone Company to the Commission. Application for increase in rates for Asheboro. The following rates are authorized:

Business, per month for private line.....	\$ 2.50	} Magneto.
Residence, per month for private line.....	1.50	
Business, per month for party line.....	2.00	
Residence, per month for party line.....	1.25	

G. C. Buquo Lime Company v. Spring Creek Telephone Company. Complaint of service furnished at Hot Springs. Adjusted.

J. C. Cohoon v. Tyrrell County Telephone Company and Western Union Telegraph Company. Complaint of telephone service at Columbia. Adjusted.

Creswell Chamber of Commerce v. Tyrrell County Telephone Company. Petition requesting efficient telephone service. Upon investigation, it appearing that they request defendant company to install switchboard and open central office, and defendant company asking that they furnish sight for office and guarantee same self-sustaining, Creswell being small town, and this matter being put before the complainant and no answer being received, case is dismissed.

Commissioners of Pasquotank County v. Norfolk and Carolina Telephone Company. Complaint of charge to county of 25 cents additional rent for telephones when bill is not paid before the 5th of month. Adjusted.

Piedmont Telephone and Telegraph Company to the Commission. Petition for increase in rates at Mount Holly. The following rates are approved:

After completion of improvements and until 500 stations are connected with said Mount Holly exchange, the rates for the following classes of service shall not exceed:

Unlimited special line business stations.....	\$ 2.50 per month.
Unlimited two-party line business stations.....	2.25 per month.
Unlimited special line residence stations.....	1.50 per month.
Unlimited two-party line residence stations...	1.25 per month.

After 500 stations are connected with said exchange and until 800 stations are connected therewith, the rates for the following classes of service shall not exceed:

Unlimited special line business stations.....	\$ 3.00 per month.
Unlimited two-party line business stations....	2.75 per month.
Unlimited special line residence stations.....	2.00 per month.
Unlimited two-party line residence stations..	1.50 per month.

After 800 stations are connected with said exchange, the rates charged by said company for Mount Holly exchange telephone service shall not exceed the rates charged by it for the same class of service in other cities and towns in the State of North Carolina of similar size and operating under substantially similar conditions.

W. O. Dixon v. East Carolina Electric & Realty Company. Complaint of charge for toll message. Dismissed.

Walkertown Telephone Company v. Norfolk and Western Railway Company. Complaint of refusal of defendant company to allow installation of telephone in the station of defendant company at Walkertown. It appearing that there was misunderstanding, and same being adjusted, case is closed.

W. C. Thurston v. Southern Bell Telephone and Telegraph Company. Complaint of service at Burlington. Adjusted.

Carolina Telephone and Telegraph Company to the Commission. Telephone rates for Benson and Lillington. Adjusted.

K. M. Pearce v. Chowan Telephone Company. Installation of phone. Adjusted.

Piedmont Telephone and Telegraph Company to the Commission. Petition for increase in rates for rural service in Gaston, Lincoln, Catawba, and Cleveland counties. The following increase in rate is authorized:

Twenty cents per month on single wire rural lines; 15 cents per month on double wire rural lines; and 10 cents per month on the rental lines, making rates of 60 cents, \$1.20 and \$1.65.

Asheville Merchants Association v. Asheville Telephone and Telegraph Company. Complaint of service. Adjusted.

Norfolk and Carolina Telephone and Telegraph Company to the Commission. Petition for increase in rates, to be discounted if bills are paid on or before the 5th day of each month, so as to make no increase in rates for those paying bills promptly. Granted.

Cape Fear Telephone Company v. Southern Bell Telephone and Telegraph Company. Petition asking for long distance telephone connections with defendant company. Adjusted.



D. S. Reid v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

Riverside Telephone Company to the Commission. Petition for increase in rate on rural party lines. The following rates are authorized:

Where there are two or more subscribers on a line (line owned by individuals) . . . 50 cents per month. Subscribers on line owned by company, 75 cents per month.

Mrs. T. P. Jones v. Home Telephone and Telegraph Company. Complaint of overcharge in service. Adjusted.

Piedmont Telephone and Telegraph Company to the Commission. Application for increase in rates for Cherryville. The following rates are approved:

After the completion of improvements and until 500 stations are connected with said Cherryville exchange, the rates for the following classes of service shall not exceed:

Unlimited special line business stations.....	\$ 2.50 per month.
Unlimited two-party line business stations....	2.25 per month.
Unlimited special line residence stations.....	1.50 per month.
Unlimited two-party line residence stations....	1.25 per month.

After 500 stations are connected with said exchange and until 800 stations are connected therewith, the rates for the following classes of service shall not exceed:

Unlimited special line business stations.....	\$ 3.00 per month.
Unlimited two-party line business stations....	2.75 per month.
Unlimited special line residence stations.....	2.00 per month.
Unlimited two-party line residence stations...	1.50 per month.

After 800 stations are connected with said exchange, the rates charged by said company for Cherryville local exchange telephone service shall not exceed the rates charged by it for the same class of service in other cities and towns in the State of North Carolina of similar size and operating under substantially similar conditions.

Piedmont Telephone and Telegraph Company to the Commission. Application for increase in rates for town of Kings Mountain when improvements have been made. The following rates are approved:

After the completion of said improvements until 500 stations are connected with said Kings Mountain exchange, the rates for the following classes of service shall not exceed:

Unlimited special line business stations.....	\$ 2.50 per month.
Unlimited two-party line business stations....	2.25 per month.
Unlimited special line residence stations.....	1.50 per month.
Unlimited two-party line residence stations....	1.25 per month.

After 500 stations are connected with said exchange and until 800 stations are connected therewith, the rates for the following classes of service shall not exceed:

Unlimited special line business stations.....	\$ 3.00 per month.
Unlimited two-party line business stations....	2.75 per month.
Unlimited special line residence stations.....	2.00 per month.
Unlimited two-party line residence stations...	1.50 per month.

After 800 stations are connected with said exchange, the rates charged by said company for Kings Mountain local exchange telephone service, shall not exceed the rates charged it for the same class of service in the other cities and towns in the State of North Carolina of similar size and operating under substantially similar conditions.

Southern Bell Telephone and Telegraph Companies and other telephone companies to the Commission. Schedule of charges for installation of telephones is filed with the Commission for approval—installation charges as follows:

Where the rate is \$2.00 a month or less.....	\$ 5.00
Where the rate is more than \$2.00 but not exceeding \$4.00 a month .....	10.00
Where the rate is more than \$4.00 a month.....	15.00

The Commission understanding that Postmaster-General of United States had assumed complete authority in the matter of regulation of rates and charges with respect to telephone service, the various telephone companies are advised of its understanding, and that it was not the purpose of Commission to raise any issue with respect to such authority, therefore, it saw no reason for any action to be taken by it other than enter same in its files.

Robert E. Ranson v. Home Telephone and Telegraph Company. Complaint as to charge for removal of telephone. Adjusted.

#### MATTERS HANDLED AND DISPOSED OF BY THE RATE DEPARTMENT OF THE NORTH CAROLINA CORPORATION COMMISSION FOR THE YEARS 1917 AND 1918.

Asheville and East Tennessee Railroad Company, application to increase passenger fare between Asheville and Weaverville, N. C., from twenty cents to twenty-five cents. Advised passenger fares of the State are fixed by statute, and Commission has no authority.

Atlantic Coast Line Railroad Company to the Commission, requesting certificate of the Commission of Rule 17 in the Passenger Tariff. Certificate furnished.

Bank of Aurora v. Southern Express Company. Complaining of refusal of agent of express company to accept for shipment currency the evening before it is to be sent away the following morning on 8 o'clock train. Adjusted.

J. S. Ambrose v. Norfolk Southern Railroad Company. Claim, amount \$22.01 for loss of calf shipped from Creswell, N. C., to Norfolk, Virginia. Claim paid.

Aberdeen and Rockfish Railroad to the Commission. Application for permission to change schedule of trains for the accommodation of laborers at Camp Bragg. Granted.

E. C. Bobbitt to the Commission. Complaining of freight charges on a car of brick moving from Weldon to Littleton, N. C. Adjusted.

W. F. Bogart to the Commission. Complaining of passenger fare from New Bern, N. C., to Clifton Forge, Virginia. Adjusted.



Brown-Rogers Company v. Norfolk & Western Railway. Claim for overcharge on shipment of high explosives from Winston-Salem to Chisman, N. C.

Bynum & Snipes v. Seaboard Air Line Railway. Claim, amount \$17.35, for box of freight short at Osgood, N. C. Adjusted.

Mrs. P. E. Clifton v. Norfolk Southern Railroad. Claim for loss of stove shipped to Creswell, N. C. Stove located, and claim withdrawn.

Carolina, Clinchfield and Ohio Railway to the Commission. Relative to rates, rules, and regulations for the movement of privately owned or controlled passenger cars, asking for authority to put in force collection of \$50 for each movement of privately owned or controlled passenger cars. Application granted.

The Charlotte Supply Company to the Commission. Relative to proposed increases in intrastate rates as published by the Southern Railway in their ICC-A 7795, effective May 20, 1917. Adjusted.

Charlotte Shippers and Manufacturers' Association to the Commission. Relative to minimum rates on intrastate traffic in North Carolina. Matter handled. File closed.

Carolina Washboard Company v. Southern Railway. Claim, amount \$1.17, overcharge on shipment of washboards from Raleigh, N. C., to Hinton, West Virginia. Claim paid.

The Carolina Metal Products Company v. Atlantic Coast Line Railroad. Claim for lost shipment from Wilmington, N. C., to Mansfield, La. Adjusted.

C. D. Coffey to the Commission. Relative to advance in freight rates by the short lines of the State. Adjusted.

Bernard L. Crocker v. Norfolk Southern Railroad Company. Claim for damage account of delay to shoes in transit. Adjusted.

Coca-Cola Bottling Company, Asheville, to the Commission. Relative to classification on returned coca-cola crates. Matter handled, proper classification secured. File closed.

Mrs. Carrie Childs v. Southern Railway. Claim, amount \$58.50, for articles short. Claim paid.

Carolina Broom Company v. Durham & Southern Railway. Overcharge claim, amount \$123.86, on broom-corn from Wichita, Kansas, to Varina, N. C. Claim paid.

Model Laundry to the Commission. Relative to rates on uniforms, etc. Adjusted.

Mrs. P. E. Clifton v. Norfolk Southern Railroad. Claim, amount \$7.59, loss of candy. Claim paid.

Carolina, Clinchfield and Ohio Railway to the Commission. Application to cancel Joint and Interline Passenger Tariff No. A-33, ICC No. 802. Granted.

W. E. Campbell v. Norfolk Southern Railroad. Overcharge claim on marl from Bowman, N. C., to Belhaven, N. C. Claim paid.

Carolina & Northwestern Railway to the Commission. Application to cancel various tariffs. Granted.

Cape Fear Gravel Company to the Commission. Complaint as to rate on steam shovel from Winston-Salem to Norfolk, Va., account of delay in railroad furnishing flat-car and having to pay a higher rate. Adjusted.

B. G. Crisp, Mayor, Manteo, N. C., v. Eastern Carolina Transportation Company. Protesting against proposed increase in passenger fare. Adjusted.

Carolina and Northwestern Railway Company to the Commission. Application to increase its log and lumber rates. Granted.

Hutton & Bourbonnais v. Carolina & Northwestern Railway Company. Protesting and submitting overcharge claims on lumber shipments. Dismissed.

W. S. Davenport v. Norfolk Southern Railroad. Overcharge claim, amount \$18, on shipment of corn from Wenona, N. C., to Mackeys, N. C. Claim paid.

E. G. Davis & Sons Co. v. Seaboard Air Line Railway. Claim for loss of rug. Adjusted.

M. H. Dixon, Jr., v. Atlantic Coast Line Railroad. Submitting various loss and damage claims of the Roanoke Jobbing Company. Adjusted.

Everett Hardware Company to the Commission. Relative to establishment of rates on acid phosphate from Charleston, S. C., to Rockingham and Osborne, N. C. Satisfactory rates established.

Edenton Hosiery Mills to the Commission. Complaining as to embargoes. Adjusted.

Farmville Oil and Fertilizer Company to the Commission. Relative to requirements of tariffs in placing cars for low-grade commodities. Adjusted.

A. F. Fleming v. Norfolk Southern Railroad. Claim for \$28.04, loss of shipment of tobacco at Grimesland, N. C. Claim paid.

D. L. M. Fields v. Norfolk Southern Railroad. Submitting various loss and damage claims. Adjusted.

Fidelity Manufacturing Company v. Southern Railway. Submitting claim for confiscation car of coal en route to Charlotte, N. C. Amount, \$172.25. Claim paid.

Goldsboro Milling and Grain Storage Company to the Commission. Application for establishment of milling in transit rates on grain. Granted.

C. J. Goodman & Sons v. Southern Express Company. Claim for loss of milk cans. Amount, \$11.50. Claim paid.

Guilford Lumber Manufacturing Company v. Southern Railway. Claim, amount \$110, delay to shipment of lumber. Dismissed.

N. B. Grantham v. Atlantic Coast Line Railroad. Overcharge claim, amount \$12.75, on car of marl from Smithfield, N. C., to Peeden Siding, N. C. Overcharge refunded.

Jonathan Havens to the Commission. Relative to requirement of transportation companies to furnish original bill of lading, invoice, and paid freight bill to cover claims. Adjusted.

T. L. Hayes v. Southern Railway Company. Claim, amount \$50, damage to columns shipped to Boonville, N. C., for school building. Claim paid.

The Harris Granite Quarries Company to the Commission. Relative to increase in rates on paving and curbing stone. Adjusted.

Henderson-Snyder Company to the Commission. Complaint as to demurrage charges assessed at Monroe, N. C. Demurrage refunded.

John R. Harder v. Southern Express Company. Claim for loss of C.O.D. package consigned to Norfolk, Virginia. Claim paid.



R. H. Lane to the Commission. Complaining of delay to shipment of gas engine from Kansas City, Mo., to Aulander, N. C. Adjusted.

Emmett Littleton, Manager, Dixie Poster Advertising Company, to the Commission. Complaining of refusal of transportation companies to check advertising matter as baggage. Adjusted.

T. W. Mewborn & Co. to the Commission. Relative to movement of nitrate of soda from Wilmington to Kinston. Adjusted.

W. J. Martin v. Southern Railway Company. Claim, amount 75 cents, loss of cow feed. Claim paid.

P. D. Hardy v. Norfolk Southern Railroad. Claim, amount \$13.50, loss of potatoes. Claim paid.

A. L. Holmes v. Norfolk Southern Railroad. Claim for shipment of hats, lost. Amount, \$12.50. Paid.

P. H. Johnson v. Norfolk Southern Railroad. Complaint as to incorrect passenger fare between Washington and Pantego, N. C. Adjusted.

Alex. Lee v. Norfolk Southern Railroad Company. Complaint as to passenger fare between Washington and Belhaven. Adjusted.

H. A. London, Jr., to the Commission. Relative to passenger fares between Canton and Asheville and Morganton and Charlotte. Adjusted.

Latham-Bradshaw Company to the Commission. Relative to concentration and reshipment of cotton at Greensboro. Adjusted.

L. A. McInnis v. Aberdeen & Rockfish Railroad. Claim, amount \$8.86, loss, shipment of sugar. Claim paid.

W. B. Mann v. Seaboard Air Line Railway. Submitting various claims for loss and damage. Claims paid.

L. M. Newbern v. Southern Express Company. Claim, amount \$6.70, damage to peas in transit. Adjusted.

W. E. Overton v. Southern Express Company. Claim, amount \$15, loss of fish consigned to Baltimore, Md., from Creswell, N. C. Claim paid.

W. E. Overton v. Southern Express Company. Claim, amount \$27.20, non-delivery of fish. Adjusted.

The Orinoco Supply Company v. Southern Railway Company. Relative to switching cars from team track at Winston-Salem. Adjusted.

Enterprise Lumber Company to the Commission. Requesting that switching charges be established on traffic between their plant at Mount Olive and Enterprise Siding. Adjusted.

Gaston D. Perry v. Southern Express Company. Claim, amount \$5.21, for loss of fruit, etc., from Atlanta, Georgia, to Council, N. C. Claim paid.

Piedmont Hardwood Company v. Southern Railway Company. Overcharge claim on car of rough logs moving from Gulf, N. C., to Siler City, N. C. Adjusted.

M. H. Phelps v. Norfolk Southern Railroad Company. Claim, amount \$172.60, loss of bale of cotton shipped from Creswell, N. C., to Norfolk, Virginia. Claim paid.

H. P. Ray v. Southern Express Company. Claim, amount \$10.50, loss of eggs. Adjusted.

Newton Robinson v. Virginia & Carolina Southern Railroad Company. Overcharge claim, amount \$14.70, on car of marl from Bowman, N. C., to Elizabethtown, N. C. Paid.

Ryburn & Hoey v. Southern Railway Company. Complaint of refusal of Southern Railway to switch cars at Shelby. Adjusted.

Riverside Sand Company to the Commission. Relative to rate on sand from Mount Holly and Beatties Siding to Charlotte and Gastonia. Adjusted.

J. C. Reagan v. Ocona Lufty Railroad Company. Claim, amount \$36, loss shipment of snuff. Liability of carrier not established. Dismissed.

Rogers & Cleavers, Receivers, v. Tennessee and North Carolina Railroad. Claim for overcharge on relaying rail from Sunburst, N. C., to Crestmont, N. C. Adjusted.

Rhodes & Underwood to the Commission. Relative to rate on crushed stone from Cayce, S. C., to New Bern, N. C. Adjusted.

A. D. Royster & Bro. v. Southern Railway. Claim, amount \$21.78, loss of shipment of candy. Paid.

John W. Robinson v. Norfolk Southern Railroad. Claim for loss of apples. Claim paid.

Swift & Co. Fertilizer Works to the Commission. Relative to rates on fertilizer between points on Norfolk Southern Railroad. Adjusted.

Staley Drug Company v. Southern Express Company. Claim, amount \$36.34, account of nondelivery of Christmas goods. Claim paid.

Southern Furniture Manufacturers' Association to the Commission. Relative to revised rates on brick between points within the State. Adjusted.

Smoky Mountain Railway to the Commission. Relative to revision in their tariff in line with General Order No. 28. Adjusted.

F. D. Southern v. Seaboard Air Line Railway. Claim for damage to household goods. Claim settled.

Paul T. Sparrow v. Southern Express Company. Claim, amount \$22, loss of tires. Claim paid.

Southern Power Company v. North Carolina Demurrage Bureau. Complaint as to demurrage charges on cars Nos. 3, 4, and 5. Adjusted.

J. A. Stillman v. Southern Express Company. Claim, \$9.20, account of loss of eggs. Claim paid.

C. C. Sparrow v. Southern Express Company. Claim, loss three crates of eggs at Aurora, N. C., \$45. Paid.

Slayden, Fakes & Co. v. Southern Railway Company. Submitting various claims for loss and damage. Adjusted.

Southern Furniture Manufacturers' Association. Relative to proper method in packing kitchen safes. Adjusted.

L. S. Spruill v. Norfolk Southern Railroad Company. Claim for killing hog and yearling. Claim paid.

John Slaughter & Co. v. Atlantic Coast Line Railroad. Application for installation of side track near Pikeville, N. C. Granted.

Seaboard Air Line Railway to the Commission. In regard to proper charge to apply on shipment of coal and ice in less than carload lots, unpacked, from Monroe to Waxhaw, N. C. Adjusted.



R. H. Sutton v. Norfolk Southern Railroad. Claim for loss of potatoes. Claim paid.

Mrs. Gordon Smith v. American Railway Express Company. Claim, amount \$10, loss of mattress shipped from Raleigh, N. C., to Greenville, S. C. Claim paid.

Southern Railway to the Commission. Claim of Southern Railway v. Cooper Monument Company, amount \$3.52, account of undercharge on shipment of one monument and base from Raleigh to Winston-Salem, N. C. Adjusted.

S. W. Sykes v. Norfolk Southern Railroad Company. Claim, amount \$45.36, loss of potatoes. Adjusted.

State Tax Commission v. Southern Express Company. Claim, amount \$40.88, account of nondelivery of shipment to Register of Deeds, Lenoir, N. C. Claim withdrawn.

J. A. Sexton Lumber Company v. Norfolk Southern Railroad. Claim for overcharge in weight on car of lumber shipped to Twin City Lumber Company, New York. Dismissed.

J. A. Stillman v. Southern Express Company. Claim, amount \$24, loss of eggs. Claim paid.

O. S. Thompson v. Southern Express Company. Claim, amount \$3, nondelivery of whiskey from Baltimore. Claim paid.

R. M. Tyson v. Virginia & Carolina Southern Railroad Company. Complaint as to car supply at Tobermory, N. C. Adjusted.

S. H. Taylor v. Atlantic Coast Line Railroad. Claim, amount \$6.25, overcharge on car of marl from Bowman, N. C., consigned to Canady Siding. Claim paid.

The Vick Chemical Company to the Commission. Relative to carload rating on medicine from Greensboro to southeastern and western cities. Adjusted.

J. N. Vann v. Atlantic Coast Line Railroad. Complaining of delay to shipment of gasoline from Norfolk to Aulander. Adjusted.

Wellington & Powellsville Railroad Company to the Commission. Application for increase in passenger fares. Dismissed.

M. L. Woodhouse & Son v. Southern Railway Company. Claim, amount \$58.31, for loss of carpet. Claim paid.

W. H. Weatherly & Co. v. Norfolk Southern Railroad. Complaint as to embargo placed on Chowan River. Adjusted.

N. L. Walker to the Commission. Overcharge claim on shipment of glass globes moving from Port Jervis, New York, to Raleigh, N. C. Claim paid.

The Wood Grocery Company to the Commission. Relative to less carload rate on ice. Adjusted.

A. White v. Norfolk Southern Railroad. In regard to various outstanding claims. Adjusted.

J. T. Wilkinson & Co. v. Norfolk Southern Railroad. Claim for delay to shipment of two boxes of notions from Baltimore, Md., to Washington, N. C. Claim withdrawn.

L. A. Yoder v. Carolina & Northwestern Railway. Overcharge claim, amount \$7.20, on car of ground limestone from Bridgeport, Tenn., to Lincoln, N. C. Claim paid.

Albemarle Steam Navigation Company to the Commission. Application for increase in rates. Application granted.

J. F. Alexander v. Norfolk Southern Railroad. Claim for loss of tub of butter. Claim paid.

Jethro Almond to the Commission. In regard to theatrical movement in private cars between points in North Carolina. Adjusted.

Atlantic Coast Line Railroad Company to the Commission. Application for permission to withdraw rates covered by A. C. L. I.C.C.-A-1908. Granted.

Aberdeen & Rockfish Railroad to the Commission. Application discontinue switching service to the LaFayette Manufacturing Company siding. Application denied.

Aberdeen & Rockfish Railroad to the Commission. Application to discontinue handling passengers on train No. 21 at Montrose. Approved.

Asheville Seed Company to the Commission. Relative to rate on charcoal from Baltimore, Md., to Asheville, N. C. Complaining of high rate. Dismissed.

Allen-Bennett Company to the Commission. Relative to switching to warehouse located on Seaboard Air Line tracks at Wadesboro cars arriving over other lines. Adjusted.

Atlas Auditing Company to the Commission. Relating to shipment of lumber from Mocksville, N. C., to Manhattan, New York, being routed all rail. Adjusted.

American Hardware and Equipment Company v. Southern Railway. Submitting claims. Adjusted.

T. W. Adickes v. Norfolk Southern Railroad. Claim for refund portion of unused ticket. Declined.

Aberdeen & Rockfish Railroad to the Commission. Application to discontinue several stations along their line for less carload shipments. Granted.

Dr. H. Q. Alexander v. Seaboard Air Line Railway. Claim, amount \$9, for loss of ivory soap and granulated sugar. Claim paid.

B. R. Butler v. Atlantic Coast Line Railroad Company. Complaint as to rates on truck shipments from Roseboro to eastern points when compared with rates on the same commodities from Autryville and Clinton. Adjusted.

Battleboro Oil Company v. Atlantic Coast Line Railroad Company. Claim for overcharge on shipment of cotton seed from Homeville, Va., to Battleboro, N. C. Refund made.

Beaufort Fish Company v. Southern Express Company. Claim for non-delivery shipment of fish to New York. Dismissed.

J. D. Bulluck v. Norfolk Southern Railroad Company. Complaint as to delay in settlement of claims. Adjusted.

T. H. Bain v. Norfolk Southern Railroad Company. Claim for loss of chickens. Claim paid.

H. W. Bateman v. Southern Express Company. Claim for loss of cabbage plants. Claim paid.

B. Brown v. Seaboard Air Line Railway. Claim for loss of barrel lubricating oil. Liability not established. Dismissed.



Misses Badger & Denton v. Southern Express Company. Claim, amount \$10, C.O.D. order, hat shipped to Charlotte, N. C. Claim paid.

J. H. Byrum v. Atlantic Coast Line Railroad Company. Complaint to settle claims promptly. Claims paid.

W. T. Bryant v. Southern Express Company. Claim, amount \$9, loss of beans. Claim paid.

Bruce Craven, Attorney, v. Southern Railway Company. Submitting claim of M. V. Andrews for loss of car of lumber shipped from Pleasant Garden to Greensboro, N. C. Adjusted.

Carolina Wood Products Company v. Southern Railway. Claim for refund of demurrage charges, amount \$370, accruing at Andrews, N. C. Liability not established. Dismissed.

Bernard L. Crocker v. Norfolk Southern Railroad Company. Claim, amount \$219.70, damage by delay to shipment of shoes. Adjusted.

Cape Fear Gravel Company to the Commission. Relative to car supply at Lillington, N. C. Adjusted.

Carolina Washboard Company to the Commission. Request for establishment of rates on washboards from Raleigh to eastern and western points via Norfolk Southern Railroad. Rates established.

Cherokee County Lumber Company to the Commission. Complaint as to ability to secure empty cars. Adjusted.

Charlotte Shippers and Manufacturers' Association to the Commission. Complaint of the Kendrick Brick and Tile Company, of Mount Holly, N. C., in the matter of connection track, claims, etc., between the Piedmont and Northern lines and Seaboard Air Line Railway. Adjusted.

Chowan Cotton Oil and Fertilizer Company to the Commission. Relative to rate on cotton seed from stations on Roanoke River operated by Daniels Roanoke River Line to Edenton. Adjusted.

Charlotte Shippers and Manufacturers' Association to the Commission. Submitting claim in favor of H. M. Wade Manufacturing Company. Adjusted.

Charlotte Shippers and Manufacturers' Association to the Commission. Submitting claim in favor of the Charlotte Hardware Company, overcharge in storage at Albemarle, N. C., amount \$16.34. Refund made.

The Cotton Manufacturers' Association of North Carolina to the Commission. Relative to classification of soda ash between points in North Carolina. Adjusted.

Corbitt Motor Truck Company to the Commission. Complaining of delay to shipment of car of springs from Toledo, Ohio, to Durham, N. C. Adjusted.

Clark Brothers v. Norfolk Southern Railroad Company. Complaining of failure of Norfolk Southern to settle claims. Claims paid.

Chatham Manufacturing Company v. Southern Railway and Watauga & Yadkin River Railroad. Complaint as to rate charged on brick from Gordon to North Wilkesboro. Adjusted.

Carolina Wood Products Company v. Southern Railway. Relative to overcharge on shipments of extract wood from Louisville and Nashville stations to Andrews, N. C. Dismissed.

Carolina Wood Products Company v. Southern Railway. Claim for \$35 demurrage accruing on wood at Whiting, N. C. Adjusted.

Carolina, Clinchfield and Ohio Railway to the Commission. Application to be allowed to discontinue certain passenger trains. Granted.

Carolina Garage v. Norfolk Southern Railroad. Claim, amount \$35, for loss of tank gas. Settled.

Colonial Cereal Company v. Atlantic Coast Line Railroad and Southern Railway. Complaint as to these companies charging local rates on traffic from Norfolk to Carolina points. Adjusted.

Craven Chemical Company to the Commission. Request for establishment of rates on humus from New Bern. Granted.

Carolina and Northwestern Railway to the Commission. Application to withdraw Rate Issue No. 17, publishing rate on chair stock from Hudson, N. C., to Lenoir, N. C., to be reshipped account no movement. Granted.

Charlotte Shippers and Manufacturers' Association to the Commission. Submitting claim, amount \$14.30, in favor of Charlotte Hardware Company, account of storage collected in error at Albemarle, N. C. Refund made.

Dover & Southbound Railroad to the Commission. Application for establishment of minimum charge on single shipments. Granted.

Roger A. Dewar to the Commission. Complaint as to car supply at Andrews, N. C. Adjusted.

C. N. Davenport v. Norfolk Southern Railroad. Claim for loss of candy, amount \$4.30. Paid.

E. G. Davis & Sons Co. v. Southern Express Company. Complaint of failure of Southern Express Company to settle claims. Claims paid.

Danville & Western Railway Company to the Commission. Application for permission to increase freight rates fifteen per cent. Matter held in suspension account of petition being filed with the Interstate Commerce Commission awaiting their approval.

Dewar & Wilder v. Norfolk Southern Railroad. Claim for loss two tubs lard from Raleigh to Kipling, N. C. Dismissed.

Edwards & Broughton v. Norfolk Southern Railroad. Claim for overcharge on shipment of printing paper from Cincinnati to Raleigh, amount \$14.02. Refund made.

Elizabeth City Hosiery Company v. Norfolk Southern Railroad Company. Complaint of delay in settling claims. Adjusted.

Eno Cotton Mills v. Southern Railway Company. Complaint as to confiscation of coal in route. Adjusted.

Eno Cotton Mills v. Southern Railway Company. Claim for refund of demurrage, \$14, collected on two cars scrap iron at Greensboro, N. C. Refund made.

Farmers Hardware Company to the Commission. In regard to rates on freight from Louisville, Ky., to Forest City, N. C., as compared with the rates to Henrietta, N. C. Adjusted.

H. C. Fleming v. Seaboard Air Line Railway. Complaining of delay in moving car of cotton seed shipped from Norlina to Henderson, N. C. Adjusted.

Percy B. Ferebee Engineering Company to the Commission. Request for establishment of rate on iron ore on Southern Railway from Andrews, N. C., to Roanoke, Virginia. Rates established.



D. L. M. Fields to the Commission. Complaint of delay to shipment of shoes. Adjusted.

J. H. Folger to the Commission. Relative to embargo on shipments of manganese via Walnut Cove. Adjusted.

A. T. Griffin Manufacturing Company v. Atlantic Coast Line Railroad Company. Overcharge claim on shipment of logs from Autryville, N. C., to Goldsboro, N. C. Paid.

Gordon Brick Company v. Watauga & Yadkin River Railroad. Relative to rates on brick. Adjusted.

J. C. Horner to the Commission. Complaint as to refusal of Southern Railway to pay demurrage on shipments not handled on schedule time. Adjusted.

S. P. Hand v. Atlantic Coast Line Railroad Company. Overcharge claim on car of marl from Bowman, N. C., to Burgaw, N. C. Claim paid.

Hamill & Shaw v. Roanoke Railway. Complaint as to rate on coal from Thelma, N. C., to Vulture, N. C. Satisfactory rate established.

Jonathan Havens to the Commission. In regard to rate on cotton from Washington, N. C., to Norfolk, Va., as compared with the rate from stations on Washington & Vdemere Railroad to Norfolk, Va. Adjusted.

Hill Veneer Company to the Commission. Request to have empty cars furnished at Raeford, N. C., for movement of logs. Adjusted.

Robert Hackney v. Atlantic Coast Line and Southern Railway. Claim for loss, shortage in peas shipped from Willard, N. C., to Durham, N. C. Liability not established. Dismissed.

Mrs. L. S. Henson v. Southern Railway Company. Claim for loss of hams shipped from Hominy, N. C., to Lakeland, Florida. Dismissed.

W. L. Hall Feed and Seed Company to the Commission. Relative to rate on molasses from Washington, N. C., to Greenville, N. C. Adjusted.

Jonathan Havens to the Commission. Complaining of refusal of Atlantic Coast Line agent at Washington, N. C., to accept carload lots of cotton-seed meal at less than 30 tons minimum. Adjusted.

Hugo Burgheim Company to the Commission. Relative to establishment of commodity rates on scrap iron, etc., from points on Southern Railway. Adjusted.

Hill Veneer Company to the Commission. Relative to securing empty equipment for movement of wooden blocks from Raeford, N. C., to High Point, N. C. Adjusted.

John R. Harder v. Southern Railway. Claim for loss of sweet potatoes in transit from Clinton, N. C., to Elon College, N. C. Claim paid.

Harris Granite Quarries Company v. Norfolk Southern Railroad. Complaint as to correct weights on cars of stone shipped from Neverson, N. C., to Morehead City, N. C. Adjusted.

John R. Hagaman v. Carolina and Northwestern Railway. Overcharge claim on shipment of water wheel machinery from Maymead, Tenn., to Lenoir, N. C. Adjusted.

Rufus Isenhour to the Commission. In regard to interchange between the Winston-Salem Southbound Railroad and Southern Railway at Whitney, N. C. Adjusted.

J. J. Icenhour v. Southern Railway. Claim for breakage in eggs in transit from Bryson City to Fontana, N. C. Claim paid.

Chas. S. Jones v. Southern Railway. Overcharge claim on shipment of household goods from Mitchell, Nebraska, to Raleigh, N. C. Adjusted.

Kinston Carolina Railroad and Lumber Company to the Commission. Application to cancel Passenger Tariff No. 4. Granted.

Kistler, Lesh & Company to the Commission. Relative to rate on tanbark from short-line stations in North Carolina. Adjusted.

B. F. Kaupp, Poultry Investigator, etc., v. Southern Railway. Claim for loss of chickens, amount \$22.38. Claim paid.

Kinston Carolina Railroad and Lumber Company and Carolina Railroad Company to the Commission. Application for revision in the minimum charge on single shipments between stations. Approved.

Kinston Manufacturing Company to the Commission. Complaint as to poor service of transportation companies. Adjusted.

R. H. Lane to the Commission. Complaining of delay to shipment of flour from Lynchburg, Va., to Aurora, N. C. Adjusted.

W. T. Lee v. Southern Express Company. Claim for loss of honey, amount \$3, shipped from Raleigh to Waynesville, N. C. Claim paid.

R. H. Lane to the Commission. Complaint as to delay in shipment of flour from Lynchburg, Va., to Aurora, N. C. Adjusted.

J. R. Lowe v. Linville River Railway Company. Complaint as to service at Linville Gap. Adjusted.

Louisville & Nashville Railroad Company to the Commission. Relative to icing and reicing charges on perishable freight traffic. Adjusted.

H. B. Mayo v. Norfolk Southern Railroad Company. Claim for loss of cow-peas, amount \$14. Paid.

Dr. William Moore to the Commission. Complaint as to delay of shipment of household goods from Baltimore, Md., to Raleigh, N. C. Adjusted.

Citizens of Marble v. Southern Railway Company. Complaint as to car supply at Marble, N. C. Adjusted.

L. A. McInnis v. Aberdeen & Rockfish Railroad. Claim, amount \$8.86, loss of sugar. Claim paid.

C. F. Mallard v. Atlantic Coast Line Railroad Company. Overcharge claim on two cars ground marl from Bowman, N. C., to Burgaw, N. C. Paid.

Model Ginning Company to the Commission. Relative to establishment of rates on cotton in bolls in bags, etc. Rates established.

F. B. McKinne v. Seaboard Air Line Railway. Overcharge claim, amount \$52.29, on car of limestone from Marion, Virginia, to Louisburg, N. C. Paid.

Marion Cash Feed Company v. Carolina and Northwestern Railway. Claim for car of oats confiscated. Dismissed.

B. L. McClees v. Southern Express Company. Claim for loss of peas. Adjusted.

Morrison Brothers v. Tallulah Falls Railway. Claim for loss of stove. Claim paid.



Norfolk Southern Railroad Company to the Commission. Application for establishment of rate of \$7 per car 60,000 pounds, excess in proportion, on logs from Newport, N. C., to James City, N. C., without making percentage reduction at other points intermediate. Granted.

National Lumber Company to the Commission. Complaint as to delay in shipments of lumber from Mount Gilead to Concord, N. C. Adjusted.

Norfolk Southern Railroad Company to the Commission. Application to publish rate of five cents per hundred pounds on lumber, carload 40,000 pounds minimum, from Beaufort to Belhaven, N. C. Granted.

North Carolina Shipbuilding Company to the Commission. Application for establishment of rates on forest products from Southeastern and Mississippi Valley territory to Morehead City. Rates established.

Norfolk Southern Railroad Company to the Commission. Application to establish rate of \$5 per car of 60,000 pounds on logs, excess in proportion, from New Bern to Bridgeton, N. C., without making corresponding reductions between other localities. Granted.

S. E. Overton v. Southern Express Company. Claim for loss of two crates of eggs shipped to Norfolk. Adjusted.

M. J. O'Neill v. Southern Express Company. Submitting claim of Mrs. G. O'Neill Macon for loss of one quart whiskey. Claim paid.

Wm. P. Payne v. Southern Railway Company. Complaining of car supply at Murphy. Adjusted.

G. W. Parsons & Son to the Commission. Relative to advance in rates on Norfolk Southern between Elizabeth City and points in that vicinity. Adjusted.

Planters Hardware Company v. Seaboard Air Line Railway. Overcharge claim on shipment of doors from Sanford to Rich Square, N. C. Paid.

C. F. Patrick v. Southern Express Company. Claim for loss of box of fish roe. Claim paid.

J. R. Pinner v. North Carolina Demurrage Bureau. Claim for refund of demurrage, \$6, at Farmville, N. C. Paid.

T. H. Pritchard v. Norfolk Southern Railroad Company. Claim, amount \$10, damage to suitcase. Paid.

James M. Perry v. Albemarle Steam Navigation Company. Complaint as to service. Adjusted.

Pantego & Belhaven Realty Company v. Norfolk Southern Railroad Company. Claim for overcharge on potato digger from Berkley, Va., to Pantego, N. C. Paid.

Dr. J. G. Reid v. Southern Railway Company. Complaint as to confiscation of coal. Adjusted.

Raleigh Floral Company to the Commission. Complaint as to delay of shipment of flowers by express. Adjusted.

Raleigh Granite Company v. Norfolk Southern Railroad Company. Overcharge claims on shipments of rip-rap stone from Granita and Rockton to Elizabethtown, N. C. Settled.

A. D. Royster & Bro. v. Seaboard Air Line Railway. Claim for loss, shipment of candy destroyed in wreck at Kittrell, N. C. Claim paid.

Raleigh Auction Company v. Southern Railway Company. Claim for damage to furniture. Claim paid.

A. D. Royster & Bro. to the Commission. Relative to delay to shipment of sugar from Philadelphia to Raleigh. Adjusted.

C. B. Ryan, Chairman, Committee Associated Railways. Applications for increase in mileage book passenger rates. Withdrawn.

Raleigh Granite Company v. Seaboard Air Line Railway. Complaint as to not being able to obtain correct weight on cars of crushed stone from Grey-stone, etc. Adjusted.

Raleigh Auction Company v. Norfolk Southern Railroad Company. Claim for loss of ice box, \$16.50. Paid.

R. J. Reynolds Tobacco Company to the Commission. Application for establishment of Fourth Class rating to apply on tinfoil between points within the State. Rating established.

Scotland Neck Brick Company to the Commission. Complaining of demurrage charged on car of brick shipped to Oak City. Adjusted.

J. C. Strong, Jr., v. Tallulah Falls Railroad. Overcharge claim on lumber from Otto, N. C., to Clarksville, N. C., and return. Adjusted.

Southern Power Company to the Commission. Relative to demurrage charges on portable substation car, etc. Adjusted.

Southern Railway Company to the Commission. Request for authority to apply minimum of 60,000 pounds on shipment of feldspar from Penland, N. C., to Selma, N. C. Granted.

B. M. Spaulding v. Seaboard Air Line Railway. Claim for overcharge on ground marl from Bowman to Clarkton, N. C. Adjusted.

City of Statesville v. Southern Railway Company. Complaint as to inefficient service at freight station at Statesville, N. C. Adjusted.

State Hospital v. North Carolina Demurrage Bureau. Complaint as to demurrage charged on cars of coal at Raleigh. Adjusted.

Southern Railway Company to the Commission. Application to withdraw rates on ground limestone from Lime Rock, N. C., to North Carolina points account destruction of plant at that point by fire. Granted.

Slayden, Fakes & Co. v. Southern Railway Company. Overcharge claim on roasted coffee from Asheville to Culberson, N. C. Paid.

Southern Railway Company to the Commission. Application to cancel present milling-in-transit rates on grain now in effect at Charlotte, Statesville, and Hickory and publish in lieu thereof the present basis as in effect at Goldsboro. Application granted.

J. A. Sexton Lumber Company v. Norfolk Southern Railroad Company. Overcharge claim, \$51.34, on car of lumber consigned to Philadelphia. Claim paid.

L. E. Sawyer v. Atlantic Coast Line Railroad Company. Overcharge claim on piano shipped from Millbrook to Aurora, N. C. Adjusted.

Smith Brothers v. Seaboard Air Line Railway. Complaining delay to shipment soy-bean meal from Wilson to Katesville, N. C. Adjusted.



Southern Railway Company to the Commission. Application for permission to remove cotton platform at Haw River. Application denied.

H. T. Smithdeal v. Southern Railway Company. Complaint as to delay in shipment of article bought at old horse sale at Charlotte. Adjusted.

R. J. Shields v. Atlantic Coast Line Railroad Company. Relative to embargo on cotton from Hobgood to Norfolk. Adjusted.

Snow Lumber Company to the Commission. Overcharge claims on lumber from Abbottsburg, N. C., to High Point, N. C. Dismissed.

Seaboard Air Line Railway to the Commission. Relative to rates on empty tobacco hogsheads in North Carolina. Adjusted.

Tennessee and North Carolina Railroad to the Commission. Application for cancellation of Tariff ICC No. 114. Granted.

Mrs. K. M. W. Tack v. Southern Express Company. Claim for loss of two collie puppies killed in transit. Dismissed.

H. J. Thurman Lumber Company to the Commission. Complaint as to space at stations for loading lumber shipments. Adjusted.

Thiem & Birdsong v. Southern Express Company. Claim for loss of breakage of eggs in transit. Adjusted.

Troy Cross-Arm Company v. Norfolk Southern Railroad. Complaint as to failure to pay milling-in-transit claims. Adjusted.

W. C. Underhill Company v. Seaboard Air Line Railway. Claim, \$25.65, for broken closet bowl. Adjusted.

Union Tanning Company v. Southern Railway Company. Complaint as to demurrage charged at Old Fort, N. C. Dismissed.

J. E. Uzzle v. Seaboard Air Line Railway. Submitting claim of Z. V. Pate overcharge claim on carload of flour from Laurinburg, N. C., to Gibson, N. C. Refund made.

B. B. Vinson, Attorney for Gray Granite Company v. Carolina & Yadkin River Railroad Company. Overcharge claim on sewer pipe from Thomasville to Wise, N. C. Adjusted.

Whiteville Lumber Company to the Commission. Application for authority to cancel rates to stations on line named Dothan and Longs, N. C. Granted.

S. W. Woodley v. Southern Express Company. Overcharge claim on shipment of seed from Clarinda, Iowa, to Creswell, N. C. Adjusted.

Williams & Taylor v. Albemarle Steam Navigation Company. In regard to refusal of agent to issue clean bill of lading for peanuts, etc. Adjusted.

H. L. Woodruff v. Atlantic Coast Line Railroad Company. Overcharge claims on machinery and household goods shipped from Micro, N. C., to St. Paul, S. C. Dismissed.

J. M. Woodley v. Norfolk Southern Railroad Company. Claim, amount \$19.70, loss of shipment of shoes from Pittsburgh, Pa., to Beasley, N. C. Claim paid.

Williams & Taylor v. Albemarle Steam Navigation Company. Complaint as to service. Adjusted.

Weeks & Taylor v. Norfolk Southern Railroad Company. Submitting various claims. Claims paid.

W. H. Williams v. Norfolk Southern Railroad Company. Complaint as to delay to car of shingles from Middlesex to Four Oaks, N. C. Adjusted.

A. White v. Norfolk Southern Railroad Company. Claim for loss of six bags peanuts. Claim paid.

L. L. Winder to the Commission. Complaint as to delay in shipment of fruit trees from Greensboro to Elizabeth City, N. C. Adjusted.

Aberdeen & Rockfish Railroad to the Commission. Application to revise lumber rates. Granted.

Aberdeen & Rockfish Railroad to the Commission. Application to revise rates on cordwood. Granted.

American Hardware and Equipment Company v. Southern Express Company. Claim for damage to electric bell. Paid.

Atlas Auditing Company v. Piedmont & Northern Railway Company. Submitting various claims against that company. Adjusted.

Acme Manufacturing Company to the Commission. Relative to delay to cars of fertilizer in transit. Adjusted.

J. M. Allen v. Seaboard Air Line Railway. Overcharge claim on car of ground limestone from Marion, Virginia, to Louisburg, N. C., amount \$95.27. Claim paid.

Agricultural Department to the Commission. In regard to shipment of ground limestone from Linville Falls to Carthage, N. C., consigned to T. A. Cole. Adjusted.

Atlas Auditing Company v. Atlantic Coast Line and Southern Railway. Submitting claim of R. G. Lassister & Company, overcharge in weight on movement of asphalt plant from Greensboro to Rocky Mount, N. C. Adjusted.

Atlantic Coast Line Railroad Company to the Commission. Submitting overcharge claim of R. J. Reynolds Tobacco Company, amount \$7, on leaf tobacco from Wallace, N. C., to Winston-Salem, N. C., with request to protect rate of 25 cents per 100 pounds. Granted.

Andrews & Knowles to the Commission. In regard to delay to car of cottonseed hulls from Zebulon to Mount Olive, N. C. Adjusted.

✓ Aberdeen & Rockfish Railroad to the Commission. Application to discontinue sidings at Seaford and Lakefield, N. C. Granted.

Atlantic Coast Line Railroad Company to the Commission. Application to settle overcharge claim, amount \$23.26, on leaf tobacco of R. J. Reynolds Tobacco Company moving from Spring Hope to Winston-Salem, N. C. Granted.

Atlantic Coast Line Railroad Company to the Commission. Application to establish commodity rates on plug and smoking tobacco from Durham, N. C., to Wilmington, N. C., without observing such figures as maxima to or from intermediate points. Granted.

Atlantic Coast Line Railroad Company to the Commission. Application to withdraw rates on baskets, boxes, and crates from Mount Olive, N. C., to various North Carolina stations. Application granted.

J. M. Allen to the Commission. Relative to overcharge on limestone from Fletcher to Louisburg, N. C. Dismissed.



Atlantic Coast Line Railroad Company to the Commission. Application to withdraw present rates on wooden telegraph and telephone poles from Vandemere, N. C., to Charlotte, Durham, Gastonia, Raleigh, and Winston-Salem. Granted.

T. M. Bland & Co. and Lindsay & McMechen Lumber Company v. Seaboard Air Line Railway. Complaint as to loading facilities at Pittsboro, N. C. Adjusted.

O. Z. Barber v. Southern Railway Company. Overcharge claim on shipment of shingles from Autryville to Goldston, N. C. Paid.

Dr. C. W. Banner v. Southern Railway Company. Complaint as to collection of demurrage charges at Greensboro, N. C., on car of coal. Adjusted.

W. L. Brogden v. Southern Railway Company. Complaining of refusal of Southern Railway to switch car Irish potatoes. Commission orders car switched. Adjusted.

Z. R. Balance v. Atlantic Coast Line Railroad Company. Overcharge claim on movement of ground limestone from Linville Falls to Micro, N. C. Adjusted.

H. W. Bateman v. Norfolk Southern Railroad. Claim for loss of two pigs, amount \$10.60. Paid.

E. E. Bain v. Atlantic Coast Line Railroad Company. Overcharge claim on car of lumber from Gibson, N. C., to Greensboro, N. C. Dismissed.

R. Hope Brison & Co. to the Commission. Complaint as to rates on produce from Marion, Virginia, to Gastonia, N. C. Adjusted.

J. K. Bridgers v. Atlantic Coast Line Railroad Company. Overcharge claim on car of limestone shipped from Marion, Virginia, to Nashville, N. C. Claim paid.

Corporation Commission to Transportation Companies. Relative to establishing rates on ground limestone to points on steamer lines. Established.

John F. Croom & Bro. to the Commission. In regard to furnishing large empty box-cars by Atlantic Coast Line Railroad. Adjusted.

Curry Brothers Lumber Company v. Southern Railway. Complaint as to car supply. Adjusted.

Carolina Wood Products Company v. Southern Railway. Claim for refund of demurrage, amount \$187. Adjusted.

Chowan Cotton Oil and Fertilizer Company v. Norfolk Southern Railroad and Daniels Roanoke River Line. In regard to service to and from fertilizer plant at Edenton. Adjusted.

W. S. Carawan v. Norfolk Southern Railroad Company. Claim, amount \$3.11, for loss of goods in transit. Dismissed.

Consumers Cotton Oil Company v. Atlantic Coast Line Railroad Company. Complaint as to car supply for local switching movement at Tarboro, N. C. Adjusted.

Carolina Wood Products Company v. Southern Railway Company. Claim for refund of demurrage paid on four cars scrap iron, amount \$153. Claim paid.

Cox & Dunn, Attorneys, to the Commission. Complaint on behalf of Laurinburg & Southern Railroad against Seaboard Air Line Railway relative to switching coal to Dickson Cotton Mills, repairing coal trestle, etc. Adjusted.

J. D. Campbell v. Southern Railway Company. Claim for shortage of coal in transit. Dismissed.

Crocker & Harris v. Seaboard Air Line Railway. Overcharge claim on car of ground limestone from Mascott, Tenn., to Seaboard, N. C. Paid.

Charlotte Shippers and Manufacturers' Association to the Commission. In regard to comparison of rates on monumental parts between Statesville and Greensboro as compared to rates between Charlotte and Statesville. Adjusted.

Carson Brick Company v. Southern Railway Company. Claim amount \$80.36, covering value of one carload of brick shipped by T. T. Covington, Laurinburg, N. C., and sent through error to Gallivan Building Company, Lexington, N. C. Adjusted.

John F. Croom & Bro. v. Atlantic Coast Line Railroad Company. Complaining of failure to furnish large cars for shipment of berry crates. Adjusted.

Carolina Wood Products Company v. Southern Railway Company. Claim for demurrage, amount \$36, on account of failure to switch, etc. Dismissed.

Carolina Handle Company to the Commission. In regard to delay to car of logs from Candor to Four Oaks, N. C. Adjusted.

The Cotton Oil and Ginning Company, Scotland Neck, v. Atlantic Coast Line Railroad. Submitting overcharge claim on corn and request for lower rate. Claim paid, lower rates established.

John F. Croom & Bro. to the Commission. Relative to minimum weight on berry crates, carload, between points within the State. Adjusted.

Carolina Broom Company to the Commission. Relative to establishment of rates on brooms from Varina, N. C., to Greenville, South Carolina. Rates established.

Danville & Western Railway Company to the Commission. Application to refund the Thread Mills Company on switching at Spray, N. C. Granted.

E. G. Davis & Sons Co. v. Seaboard Air Line Railway. Complaining of refusal of agent to deliver goods account of no billing to cover. Adjusted.

Durham Chamber of Commerce to the Commission. Relative to classification of leaf tobacco shipped in baskets, bulk, etc. Adjusted.

R. N. Dickinson v. Norfolk Southern Railroad. Claim, amount \$17.85, loss of corn. Claim paid.

Dan River Brick Company v. Norfolk & Western Railway. Overcharge on car of wood destined to Walnut Cove, N. C. Claim paid.

Edenton Peanut Company to the Commission. In regard to wharfage charges on peanuts by Perquimans River Line. Adjusted.

T. D. Etheridge v. Norfolk Southern Railroad Company. Claim for loss of one hide, amount \$8.74. Claim paid.

Fairfield & Elizabeth City Transportation Company to the Commission. Application to increase rate on corn from Fairfield, N. C., to Wilmington, N. C. Denied.



S. R. Fowle & Son v. Norfolk Southern Railroad Company. Overcharge claim on car of ground limestone from Marion, Virginia, to Washington, N. C., amount \$15.94. Claim paid.

D. L. M. Fields v. Norfolk Southern Railroad Company. Claim for damage to barrel of sugar. Adjusted.

D. L. M. Fields v. Norfolk Southern Railroad. Claim for loss of shoes. Claim paid.

J. H. Gaylord v. Norfolk Southern Railroad Company. Claim for refund for unused part of ticket. Adjusted.

Goldsboro Chamber of Commerce to the Commission. Relative to establishment of rates on cotton to be warehoused in transit at Goldsboro. Adjusted.

Guilford Sand Dredging Company to the Commission. In regard to reduction in rate on sand from Walnut Cove to Winston-Salem and Greensboro, N. C. Adjusted.

Greenville Supply Company v. Atlantic Coast Line Railroad Company. Relative to claim for loss of lard. Adjusted.

J. T. Gardner, Mayor, Shelby, N. C., v. Southern Railway and Seaboard Air Line Railway. Complaining as to rates on flour from Michigan points to Shelby. Adjusted.

J. R. Griffin to the Commission. Complaining of freight charges on Ford automobile from Williamston, N. C., to Edenton, N. C. Dismissed.

W. E. Hendley v. Seaboard Air Line Railway. Overcharge claim, amount \$41.56, on ground limestone from Marion, Virginia, to Norlina, N. C. Refund made.

J. L. Harris v. Seaboard Air Line Railway. Overcharge claim, amount \$24.04, on ground limestone from Marion, Virginia, to Seaboard, N. C. Refund made.

Harris Granite Quarries Company to the Commission. Request for establishment of rates on curbing stone between points in North Carolina. Rates established.

A. W. Haskins v. Norfolk Southern Railroad Company. Complaining of delay to shipments from Baltimore and Elizabeth City to Oriental, N. C. Adjusted.

T. C. Hicks and J. D. Braswell v. Linville River Railway Company. Complaining as to rate on pulpwood from Minneapolis to Cranberry and Johnson City. Adjusted.

W. M. Ives, Jr., v. Southern Express Company. Claim, amount \$3.50, caused by delay to hams from Smithfield to Raleigh, N. C. Dismissed.

S. A. Jones to the Commission. In regard to routing shipment of ore from Murphy, N. C., to Boston, Mass., account of embargo. Adjusted.

Geo. B. Justice v. Seaboard Air Line Railway. Overcharge claim, amount \$56.31, on scrap paper from Raleigh, N. C., to Security, Maryland. Claim paid.

B. M. Jones v. Seaboard Air Line Railway. Claim for damage to fruit shipped from Spruce Pine to Lattimore, N. C. Dismissed.

F. M. Johnson v. Atlantic Coast Line Railroad Company. Claim for overcharge on ground limestone from Marion, Va., to Hassell, N. C. Adjusted.

Department of Labor and Printing v. Southern Railway Company. Claim, amount \$61.46, damage to six boxes of paper from Delano Junction, N. Y., to Raleigh, N. C. Claim paid.

J. H. Leroy et al. to the Commission. Complaint as to service of Western Union at Columbia, N. C. Adjusted.

E. L. Lewis v. Carolina, Clinchfield and Ohio Railway. Complaining of failure to furnish empty flat cars. Adjusted.

R. G. Lassiter & Co. to the Commission. Request for establishment of rates on gravel and crushed stone from Granita and Rockton, N. C., to Rocky Mount, N. C. Rates established.

E. L. Lewis v. Carolina, Clinchfield and Ohio Railway. Claim for demurrage assessed on cars at Rock Creek Siding. Dismissed.

W. T. Lee v. Southern Railway Company. Claim, amount \$3.50, for loss of one barrel of apples shipped from Hazelwood, N. C., consigned to Mrs. M. W. Smith, Raleigh, N. C. Adjusted.

Lewiston Supply Company v. Seaboard Air Line Railway. Complaining of agent at Lewiston, N. C., adding fifteen per cent to intrastate rates. Adjusted.

W. T. Lee v. Southern Express Company. Claim for overcharge on shipment of corn from Goldsboro to Waynesville, N. C. Overcharge refunded.

J. M. Love & Co. v. Atlantic Coast Line Railroad Company. Submitting claims for overcharge in weights on air-dried boards and complaining of weights being assessed. Claims paid and proper weights established.

Local Freight Agents' Association to the Commission. In regard to closing hours of freight stations in Raleigh. Opening and closing hours established.

R. H. Lane to the Commission. Complaining of delay to flour shipments from Lynchburg, Va., to Aurora, N. C. Adjusted.

F. B. McKinne v. Seaboard Air Line Railway. Overcharge claim on car of limestone from Marion, Va., to Louisburg, N. C., amount \$48.51. Adjusted.

N. J. Mayo v. North Carolina Demurrage Bureau. Complaint as to demurrage charged at Moores Siding, N. C. Adjusted.

L. O. Moseley to the Commission. Overcharge claim on marl from Bowman, N. C., to Dawson, N. C. Dismissed.

S. J. Massengill v. Carolina, Clinchfield and Ohio Railway. Overcharge claim on car of ground limestone from Linville Falls to Four Oaks, N. C. Dismissed.

C. R. McNeely v. Southern Railway Company. Complaint as to local freight service and car supply at Lake Toxaway. Adjusted.

S. McMullan v. Norfolk Southern Railroad. Complaint as to condition of passenger coaches operated on Columbia branch. Adjusted.

B. C. Mayo v. North Carolina Demurrage Bureau. Claim for refund on demurrage charged at Moores Siding, N. C. Claim adjusted.

Southern Furniture Manufacturers' Association to the Commission. Submitting claims of Mount Airy Furniture Company account of overcharge in lumber shipped from Mount Airy and Eastern Junction to Mount Airy. Claims settled. Rates established.



S. Mitchell v. Atlantic Coast Line Railroad Company. Overcharge claim on car of ground limestone moving from Acme to New Berlin, N. C. Claim adjusted.

H. E. Miller v. Atlantic Coast Line Railroad Company. Overcharge claim on cow from Mount Ulla to Tomahawk, N. C. Claim paid.

F. B. McKinne v. Seaboard Air Line Railway. Overcharge claim, amount \$46, on ground limestone. Adjusted.

B. B. Miller to the Commission. Relative to classification of live-stock. Proper classification secured.

Norfolk Southern Railroad Company to the Commission. Application to install rate of \$9 per car of 60,000 pounds, excess in proportion, on logs from Vanceboro to Belhaven, N. C. Granted.

Norfolk Southern Railroad Company to the Commission. Application to publish rate of \$9 per car 60,000 pounds, excess in proportion, on logs from Halsey to Elizabeth City, N. C., without similar reductions to intermediate points. Granted.

T. S. Norfleet v. Seaboard Air Line Railway Company. Overcharge claim, \$64.68, on car of ground limestone from Marion, Virginia, to Roxobel, N. C. Adjusted.

Norfleet Tobacco Basket Company and T. R. Pepper Tobacco Basket Company to the Commission. Relative to classification of tobacco baskets. Proper classification secured.

Norfolk Southern Railroad Company to the Commission. Application to establish rate of \$5 per car on logs 60,000 pounds from Askins to New Bern, N. C. Granted.

Norfolk Southern Railroad Company to the Commission. Application for establishment of regular switching rules, regulations, etc., at Ashboro, N. C. Granted.

Norfolk Southern Railroad Company to the Commission. Application for permission to withdraw Tariff No. F-111 publishing class and commodity rates between Morehead City and Beaufort and allow the regular local mileage rates to govern. Granted.

North Carolina School Book Depository v. Southern Railway Company. Complaining as to delay to shipment of books consigned to Denton Drug Company, Denton, N. C., from Raleigh, N. C. Adjusted.

New Bern Cotton Oil and Fertilizer Mills to the Commission. Relative to charge made by Norfolk Southern Railroad on two cars of cotton-seed meal from New Bern to James City, N. C. Correct charge established.

W. E. Overton v. Southern Express Company. Complaining as to delay to shipment of nets to Creswell, N. C. Adjusted.

J. S. Oliver & Co. to the Commission. Complaint as to rate on cotton from Marietta and Page's Mill to Dillon, S. C. Adjusted.

The Prince Hardware Company v. Whiteville Lumber Company. Overcharge claim on ground limestone from Whiteville to Dothan, N. C. Adjusted.

The Prince Hardware Company v. Atlantic Coast Line Railroad Company. Overcharge claim on shipment of marl from Chadbourn to Wards, N. C. Paid.

G. W. Phelps & Co. v. Norfolk Southern Railroad Company. Overcharge claim on baskets and barrels from Elizabeth City to Beasley Station, N. C. Adjusted.

Mrs. L. L. Parker to the Commission. Relative to correct charge on car of brick from Suffolk, Va., to Gatesville, N. C. Dismissed.

J. A. Bizzell v. Norfolk Southern Railroad. Claim for shortage in shipment at Fayetteville, N. C. Adjusted.

Pearsall & Co. v. Atlantic Coast Line Railroad. Overcharge claim on shipment of nitrate of soda from Wilmington to Fonville, N. C. Refund made.

Prince Hardware Company v. Seaboard Air Line Railway. Overcharge claim on shipment of marl from Bowman, N. C., to Marietta, N. C. Adjusted.

Patten Package Company v. Atlantic Coast Line Railroad Company. Complaining of failure of Atlantic Coast Line to furnish large empty cars at Calypso, N. C. Adjusted.

Roanoke Fibre Board Company to the Commission. In regard to commodity rate on waste paper stock between points within the State. Adjusted.

Raleigh Cotton Oil Company v. Southern Railway Company. Complaint as to poor switching service at Raleigh. Adjusted.

J. M. Robison v. Southern Railway Company. Claim for damage to scales shipped from Baltimore to Franklin, N. C. Dismissed.

A. D. Royster & Bro. v. Seaboard Air Line Railway. Claim for loss, shipment of candy from Raleigh to Scotland Neck, N. C. Claim paid.

Arthur Ross v. Norfolk Southern Railroad Company. Complaining of advance in lumber rates. Adjusted.

J. M. Robison v. Southern Railway Company. Claim for damage to shipment of earthenware from St. Louis, Mo., to Etna, N. C. Claim paid.

Charles T. Ross v. Southern Railway Company. Overcharge claims on live-stock from Mount Ulla and Mocksville, N. C., to Chapel Hill, N. C. Refund made.

J. A. Ragland v. Atlantic & Western Railroad. Claim, amount \$39.80, loss of mill feed from Durham to Roxobel, N. C. Claim paid.

The Raleigh Granite Company v. Norfolk Southern Railroad. Complaining as to car service. Adjusted.

Rosemary Manufacturing Company to the Commission. Complaining of delay to shipment of motor truck from Pontiac, Mich., to Roanoke Rapids, N. C. Adjusted.

Slayden, Fakes & Co. v. Southern Railway Company. Overcharge claim on barrel of coffee from Asheville to Culberson, N. C. Adjusted.

Alfred Z. Smith & Co. v. New York, New Haven & Hartford Railroad. Claim for loss of wood knobs from Terryville, Conn., to West Point, Va. Claim paid.

Thomas Stewart v. Southern Railway Company. Claim, amount \$20, loss of apples shipped from Toecane to Raleigh, N. C. Claim paid.

Southern Railway Company to the Commission. In regard to correct distance to be used in arriving at joint rate from Terra Ceia to Reidsville, N. C. Correct distance established.

F. J. Strader to the Commission. In regard to establishment of rates from various points on vegetables to Burlington, N. C. Rates established.



Asheville Mica Company v. Southern Railway Company. Overcharge claim, amount \$20.79, on shipment of mica from Boonford, N. C., to Asheville, N. C. Refund made.

W. H. Speight v. Southern Express Company. Claim for loss of goods. Claim paid.

Southern Express Company to the Commission. Submitting Supplement No. 1 to Official Express Classification No. 25 for approval. Approved.

The Siler Brothers Company v. Southern Railway Company. Overcharge claim on cotton-seed meal from Meridian and Greenwood, Miss., to Garner, N. C. Dismissed.

Dr. J. K. Stockard v. Atlantic Coast Line Railroad Company. Overcharge claim on two buggies and two horses from Reidsville, N. C., to Aurora, N. C. Adjusted.

J. A. Sexton Lumber Company v. Norfolk Southern Railroad Company. Overcharge claim on car of lumber from Harnett, N. C., to East New York. Adjusted.

J. C. Steele & Sons v. Southern Railway Company. Relative to furnishing equipment for handling clay to brick plant. Adjusted.

J. E. Sloop v. Southern Railway Company. Complaint account agent sealing car at Statesville and refusing to allow to unload within free time. Adjusted.

Slayden, Fakes & Co. v. Southern Railway Company. Overcharge claim on shipments of roasted coffee from Asheville to Culberson, N. C. Adjusted.

Sheppard Veneer Company to the Commission. In regard to classification of banana hampers between points in North Carolina. Adjusted.

Ivy Smith & Bro. v. Norfolk Southern Railroad. Overcharge claim on shipment of marl from Bowman, N. C., to Arthur, N. C. Adjusted.

The Stave and Timber Corporation v. Norfolk Southern Railroad. Complaining of failure to secure empty equipment. Adjusted.

Southern Christian Publishing Company v. Southern Express Company. In regard to nondelivery of money for C.O.D. at Sunbury, N. C. Adjusted.

Southern Railway Company to the Commission. Application to protect rate of 30 cents per net ton on cinders, carload, from Canton, N. C., to Biltmore, N. C. Granted.

Alfred Z. Smith & Co. v. Merchants and Miners Transportation Company. Overcharge claim on shipment of old jute scrap bagging from Providence, R. I., to Cleveland, Tenn. Dismissed.

Louis Strauss v. Atlantic Coast Line Railroad Company. Complaining of delay to shipment of cotton factory sweepings from Tarboro to Charlotte, N. C. Adjusted.

Mrs. Mattie J. Topping v. Southern Express Company. Claim for loss of egg crates. Adjusted.

Thomasville Veneer and Panel Company to the Commission. Complaining of delay to shipments of logs from Mount Holly and Amherst to Thomasville, N. C. Adjusted.

R. I. Thornton & Co. v. Atlantic Coast Line Railroad Company. Claim for damage to potatoes shipped from Norfolk, Virginia, to Selma, N. C. Dismissed.

Thomasville Veneer and Panel Company v. Southern Railway. Complaining of failure to furnish flat-car at Ruffin, N. C. Adjusted.

Mrs. Mattie J. Topping v. Norfolk Southern Railroad. Overcharge claim on shipment of glassware from St. Louis, Mo., to Pantego, N. C. Adjusted.

Thompson Gin Company v. Atlantic Coast Line Railroad Company. Overcharge claim on car of hay from Washington, N. C., to Aurora, N. C. Adjusted.

Geo. S. Van Cleef v. Atlantic Coast Line Railroad Company. Complaining of facilities for moving logs from Bay Meade to Wilmington, N. C. Matter handled and facilities secured.

J. A. Vinson v. Southern Railway Company. Complaining of car supply at Clayton and Auburn, N. C. Adjusted.

The Watts Cotton Mill Company to the Commission. Application for establishment of rates on cotton goods from southeastern points to Warrior, N. C. Rates established.

E. J. Woodley v. Norfolk Southern Railroad Company. Complaining of delay to shipment of flour to Jackson Springs, N. C. Adjusted.

W. H. Williams, Jr., v. Atlantic Coast Line Railroad Company. Overcharge claim on car of marl from Warsaw, N. C., to Calypso, N. C. Adjusted.

S. W. Woodley v. Norfolk Southern Railroad Company. Overcharge claims on ground limestone from Marion, Virginia, to Creswell, N. C. Adjusted.

Whedbee & Morris v. Seaboard Air Line Railway. Claim account of delay in car of shingles from Roper, N. C. Commission without jurisdiction. Dismissed.

Williams & Taylor to the Commission. Complaining of failure of the steamer *Guide* to make regular connection schedule at Harrellsville, N. C. Adjusted.

Zebulon Hosiery Mills v. Norfolk Southern Railroad Company. Overcharge claim on wood shavings from Middlesex, N. C., to Zebulon, N. C. Refund made and rate established.

Winterville Cotton Oil Company to the Commission. Application for establishment of cotton-seed meal rate to apply on soy-bean meal between points in North Carolina. Rates established.

Graham County Lumber Company v. Southern Railway Company. Claim for refund of demurrage, amount \$239, accruing on three tank cars at Andrews, N. C. Refund made.

L. B. Woodard v. Southern Railway Company. Overcharge claim on lumber from Epps Springs to Bryson City, N. C. Refund made.

E. S. Wise v. Southern Express Company. Overcharge claim on shipment from Norfolk to Elizabeth City. Adjusted.

W. A. Withers to the Commission. Request to trace shipment of furnace parts from Cincinnati to Raleigh. Adjusted.

J. O. Proctor & Bro. v. Norfolk Southern Railroad. Submitting various loss and damage claims. Paid.

Greenville Supply Company v. Atlantic Coast Line and Norfolk Southern Railroad. Complaining of closing hour of freight station at Greenville. Adjusted.



M. J. O'Neill v. Southern Express Company. Claim for loss of goods. Claim paid.

H. C. Goode v. Southern Express Company. Claim for loss of automobile tire shipped to Connelly Springs, N. C. Paid.

S. A. Adams v. Norfolk Southern Railroad and Steamer Lines. Complaining of delay in settlement of claims. Adjusted.

Ocona Lufly Railroad to the Commission. Application to be exempted from making joint-haul rates and to be relieved from making separate accommodations for white and colored passengers. Application granted.

O. S. Thompson v. Southern Railway Company. Claim for refund one-half unused ticket from Raleigh to Hendersonville, N. C. Refund made.

North Carolina Agricultural Experimental Station to the Commission. Relative to rates on live-stock to be shown for exhibit purposes. Necessary rates secured.

Fowler & Company v. Norfolk Southern Railroad. Complaining of delay in settlement of claims. Claims paid.

W. T. Cutchin v. Southern Railway Company. Complaining of delay to shipment of household goods from Chapel Hill to Norwood, N. C. Adjusted.

R. J. Reynolds Tobacco Company to the Commission. Application for establishment of fourth-class rating on tinfoil between points in North Carolina. Rate established.

Southern Railway Company to the Commission. Application to change milling-in-transit rules at Charlotte, Statesville, Hickory, and other points in North Carolina, to conform to the rules in effect at Goldsboro. Granted.

L. E. Elks v. Norfolk Southern Railroad. Claim, amount \$20.31, loss of beans.

L. L. Basnight v. Norfolk Southern Railroad. Claim for loss of potatoes, amount \$24.30. Paid.

E. H. Camp v. Norfolk Southern Railroad. Overcharge claim, amount \$81.60, on ground limestone. Refund made.

Dr. K. E. Miller v. Southern Express Company. Claim for loss of tire, amount \$10. Paid.

D. L. M. Fields v. Norfolk Southern Railroad Company. Claim for loss of shoes, amount \$50. Adjusted.

T. M. Johnson v. Durham & Southern Railway Company. Overcharge claim on desk from High Point to Coats, N. C. Refund made.

F. D. Southern v. Seaboard Air Line Railway. Claim for damage to household goods. Adjusted.

Hedgpeth & Company v. Southern Railway. Overcharge claims on shipments of cotton. Adjusted.

J. L. Miller v. American Railway Express Company. Complaining of failure to settle C.O.D. claims. Adjusted.

W. S. Chadwick v. Norfolk Southern Railroad. Claim for breakage to plate glass. Claim paid.

C. W. Hackett v. Southern Railway. Overcharge claim on ground limestone from Bridgeport, Tenn. to Johnson Siding, N. C. Refund made.

Selma Manufacturing Company v. Southern Railway. In regard to various claims. Adjusted.

W. L. Barneycastle v. Southern Express Company. Claim amount \$16.88 loss of coop of chickens. Claim paid.

A. P. Woodruff, chairman, Yadkin County Road Commission v. Southern Railway. Submitting claim amount \$17.06. Adjusted.

Lee & Brown Company v. American Railway Express Company. Claim for loss of auto tire. Adjusted.

Dr. William Moore v. Southern Railway. Claim for damage to household goods. Adjusted.

W. A. Myatt, Jr. and Company v. Norfolk Southern Railroad. Claim amount \$43.36, loss of cotton seed in transit from Willow Springs to Raleigh, N. C. Adjusted.

J. A. Sexton Lumber Company v. Norfolk Southern Railroad. Overcharge claim on car of lumber shipped to Bristol, Pa. Adjusted.

Carolina Garage v. Seaboard Air Line Railway. Claim for loss of gas cylinder. Adjusted.

T. G. Alexander v. Norfolk Southern Railroad. Complaining of removal of Basnight Siding near Creswell, N. C.

R. D. Goodman v. American Railway Express Company. Claim for breakage of eggs in transit. Adjusted.

J. A. Sexton Lumber Company v. Norfolk Southern Railroad. Claim for overcharge in weight on car of lumber to Long Island City, Long Island. Adjusted.



## COMMODITY FREIGHT RATES

Applicable to all lines in the State except those lines for which different tariff has been approved for such commodity, as will appear by examination of tariff for such lines published in this report.

### RATES OF FREIGHT ON COTTON SEED AND COTTON-SEED HULLS.

PER TON 2,000 POUNDS.

Distance	C. L.	L. C. L. Packed	Distance	C. L.	L. C. L. Packed
	Per Ton	Per Ton		Per Ton	Per Ton
5 miles.....	\$ 0.60	\$ 0.75	100 miles.....	\$ 1.25	\$ 1.56½
10 miles.....	.70	.87½	110 miles.....	1.30	1.62½
15 miles.....	.80	1.00	120 miles.....	1.30	1.62½
20 miles.....	.80	1.00	130 miles.....	1.35	1.68½
25 miles.....	.90	1.12½	140 miles.....	1.35	1.68½
30 miles.....	.90	1.12½	150 miles.....	1.40	1.75
35 miles.....	.95	1.18¾	160 miles.....	1.40	1.75
40 miles.....	.95	1.18¾	170 miles.....	1.45	1.81½
45 miles.....	1.00	1.25	180 miles.....	1.45	1.81½
50 miles.....	1.00	1.25	190 miles.....	1.50	1.87½
55 miles.....	1.05	1.31¼	200 miles.....	1.50	1.87½
60 miles.....	1.10	1.31¼	210 miles.....	1.55	1.93½
65 miles.....	1.10	1.37½	220 miles.....	1.55	1.93½
70 miles.....	1.15	1.37½	230 miles.....	1.60	2.00
75 miles.....	1.15	1.43¾	240 miles.....	1.60	2.00
80 miles.....	1.15	1.43¾	250 miles.....	1.65	2.06½
85 miles.....	1.20	1.50	260 miles.....	1.65	2.06½
90 miles.....	1.20	1.50	270 miles.....	1.70	2.12½
95 miles.....	1.25	1.56½			

Circulars Nos. 9-10.

### FERTILIZER RATES.

C. L. TEN (10) TONS MINIMUM, PER TON 2,000 POUNDS.

Distance	Per Ton	Distance	Per Ton
5 miles and under.....	\$ 0.60	200 miles and over 190.....	\$ 2.70
10 miles and over 5.....	.80	210 miles and over 200.....	2.75
15 miles and over 10.....	1.00	220 miles and over 210.....	2.80
20 miles and over 15.....	1.10	230 miles and over 220.....	2.85
30 miles and over 20.....	1.20	240 miles and over 230.....	2.90
40 miles and over 30.....	1.30	250 miles and over 240.....	2.95
50 miles and over 40.....	1.40	260 miles and over 250.....	3.00
60 miles and over 50.....	1.50	270 miles and over 260.....	3.05
70 miles and over 60.....	1.60	280 miles and over 270.....	3.10
80 miles and over 70.....	1.70	290 miles and over 280.....	3.15
90 miles and over 80.....	1.80	300 miles and over 290.....	3.20
100 miles and over 90.....	1.90	310 miles and over 300.....	3.25
110 miles and over 100.....	2.00	320 miles and over 310.....	3.30
120 miles and over 110.....	2.10	330 miles and over 320.....	3.35
130 miles and over 120.....	2.20	340 miles and over 330.....	3.40
140 miles and over 130.....	2.30	350 miles and over 340.....	3.45
150 miles and over 140.....	2.40	360 miles and over 350.....	3.50
160 miles and over 150.....	2.50	370 miles and over 360.....	3.55
170 miles and over 160.....	2.55	380 miles and over 370.....	3.60
180 miles and over 170.....	2.60	390 miles and over 380.....	3.65
190 miles and over 180.....	2.65	400 miles and over 390.....	3.70

On less than carload shipments, rates may be made 20 per cent higher than above.

Circulars Nos. 1-13.

Applicable to railroads less than 75 miles in length.

**RATES OF FREIGHT ON COTTON.**

IN BALES, PER 100 POUNDS.

Distance	Cents	Distance	Cents
5 miles.....	9	80 miles.....	23
10 miles.....	9	85 miles.....	24
15 miles.....	11	90 miles.....	24
20 miles.....	13	95 miles.....	25
25 miles.....	14	100 miles.....	25
30 miles.....	15	110 miles.....	26
35 miles.....	16	120 miles.....	27
40 miles.....	17	130 miles.....	28
45 miles.....	18	140 miles.....	29
50 miles.....	19	150 miles.....	30
55 miles.....	20	160 miles.....	31
60 miles.....	21	170 miles.....	32
65 miles.....	22	180 miles.....	33
70 miles.....	22	190 miles.....	34
75 miles.....	23	200 miles.....	35

Circular No. 18.

Applicable to railroads less than seventy-five miles in length.

**FREIGHT RATE ON SAND AND LOAM SOIL.**

PER CARLOAD 40,000 POUNDS MINIMUM, EXCESS IN PROPORTION.

Distance	Per Car	Distance	Per Car
5 miles.....	\$ 5.00	130 miles.....	\$ 18.00
10 miles.....	6.50	140 miles.....	18.00
15 miles.....	7.50	150 miles.....	19.00
20 miles.....	8.50	160 miles.....	19.00
25 miles.....	9.50	170 miles.....	20.00
30 miles.....	10.50	180 miles.....	20.00
35 miles.....	11.50	190 miles.....	21.00
40 miles.....	12.00	200 miles.....	21.00
45 miles.....	12.00	210 miles.....	22.00
50 miles.....	12.00	220 miles.....	22.00
55 miles.....	13.00	230 miles.....	23.00
60 miles.....	13.00	240 miles.....	23.00
65 miles.....	13.00	250 miles.....	23.00
70 miles.....	14.00	260 miles.....	24.00
75 miles.....	14.00	270 miles.....	24.00
80 miles.....	14.00	280 miles.....	24.00
85 miles.....	15.00	30 miles.....	25.00
90 miles.....	15.00	320 miles.....	26.00
95 miles.....	15.00	340 miles.....	27.00
100 miles.....	16.00	360 miles.....	28.00
110 miles.....	16.00	380 miles.....	29.00
120 miles.....	17.00	400 miles.....	30.00

Circular No. 213, cancels Circular No. 29.

Effective October 27, 1915.

**FREIGHT RATE ON MARL.**

Ten per cent higher than freight rate on sand and loam soil. Circular No. 121.



## FREIGHT RATE ON ROUGH LOGS.

DOGWOOD, HICKORY, PERSIMMON, GUMWOOD, ROUGH OAK, POPLAR, PINE, MAPLE, BIRCH, AND OTHER HARDWOOD LOGS, PER CARLOAD OF 40,000 POUNDS  
MINIMUM. EXCESS IN PROPORTION.

Distance	Per Car	Distance	Per Car
10 miles or under.....	\$ 6.50	130 miles and over 120.....	\$ 17.00
20 miles and over 10.....	7.00	140 miles and over 130.....	18.00
30 miles and over 20.....	7.50	150 miles and over 140.....	19.00
40 miles and over 30.....	8.50	160 miles and over 150.....	20.00
50 miles and over 40.....	9.00	180 miles and over 160.....	21.00
60 miles and over 50.....	10.00	200 miles and over 180.....	22.00
70 miles and over 60.....	11.00	220 miles and over 200.....	23.00
80 miles and over 70.....	12.00	240 miles and over 220.....	24.00
90 miles and over 80.....	13.00	260 miles and over 240.....	25.00
100 miles and over 90.....	14.00	280 miles and over 260.....	26.00
110 miles and over 100.....	15.00	300 miles and over 280.....	27.00
120 miles and over 110.....	16.00		

Applicable to railroads less than seventy-five miles in length, except Durham and South Carolina R. R. Co. (as to oak logs), Black Mountain Ry. Co., Madison County Ry., Watauga and Yadkin River Ry. Co., and Wilmington, Brunswick and Southern Ry. Co. (as to hardwood logs).

Effective April 20, 1912.

Circular No. 163.

## FREIGHT RATE ON COAL.

From and after June 22, 1912, the freight rate on coal, per ton 2,000 pounds, car-load minimum 30,000 pounds, will be as follows:

Distance	Per Ton	Distance	Per Ton
5 miles and under.....	\$ 0.35	150 miles and over 140.....	\$ 1.26
10 miles and over 5.....	.50	160 miles and over 150.....	1.29
15 miles and over 10.....	.55	170 miles and over 160.....	1.32
20 miles and over 15.....	.60	180 miles and over 170.....	1.35
25 miles and over 20.....	.65	190 miles and over 180.....	1.38
30 miles and over 25.....	.70	200 miles and over 190.....	1.41
35 miles and over 30.....	.75	210 miles and over 200.....	1.44
40 miles and over 35.....	.80	220 miles and over 210.....	1.47
45 miles and over 40.....	.85	230 miles and over 220.....	1.50
50 miles and over 45.....	.90	240 miles and over 230.....	1.53
55 miles and over 50.....	.90	250 miles and over 240.....	1.56
60 miles and over 55.....	.90	260 miles and over 250.....	1.59
65 miles and over 60.....	.95	270 miles and over 260.....	1.62
70 miles and over 65.....	.95	280 miles and over 270.....	1.65
75 miles and over 70.....	1.00	290 miles and over 280.....	1.68
80 miles and over 75.....	1.05	300 miles and over 290.....	1.71
85 miles and over 80.....	1.09	310 miles and over 300.....	1.74
90 miles and over 85.....	1.09	320 miles and over 310.....	1.77
95 miles and over 90.....	1.14	330 miles and over 320.....	1.80
100 miles and over 95.....	1.14	340 miles and over 330.....	1.83
110 miles and over 100.....	1.14	350 miles and over 340.....	1.86
120 miles and over 110.....	1.17	360 miles and over 350.....	1.89
130 miles and over 120.....	1.20	370 miles and over 360.....	1.92
140 miles and over 130.....	1.23	380 miles and over 370.....	1.95

Circular No. 127.

**FREIGHT RATE ON FIREWOOD.**

IN CARLOADS, RELEASED, LOADED AND UNLOADED BY SHIPPER, TEN  
CORDS MINIMUM.

Distance	Per Cord	Distance	Per Cord
1 to 10 miles.....	\$ 0.50	70 to 90 miles.....	\$ 1.00
10 to 15 miles.....	.55	90 to 110 miles.....	1.10
15 to 30 miles.....	.60	110 to 130 miles.....	1.20
30 to 40 miles.....	.70	130 to 150 miles.....	1.30
40 to 50 miles.....	.80	150 to 170 miles.....	1.40
50 to 70 miles.....	.90		

Circulars 152 and 176.

**FREIGHT RATE ON BRICK.**

CARLOAD LOTS, MINIMUM 10,000 BRICK.

Distance	Per 1,000	Distance	Per 1,000
5 miles.....	\$ 0.65	80 miles.....	\$ 1.60
10 miles.....	.90	85 miles.....	1.65
15 miles.....	.95	90 miles.....	1.70
20 miles.....	1.00	95 miles.....	1.75
25 miles.....	1.05	100 miles.....	1.80
30 miles.....	1.10	120 miles.....	1.95
35 miles.....	1.15	140 miles.....	2.10
40 miles.....	1.20	160 miles.....	2.25
45 miles.....	1.25	180 miles.....	2.40
50 miles.....	1.30	200 miles.....	2.65
55 miles.....	1.35	220 miles.....	2.80
60 miles.....	1.40	240 miles.....	2.95
65 miles.....	1.45	260 miles.....	3.10
70 miles.....	1.50	280 miles.....	3.25
75 miles.....	1.55	300 miles.....	3.40

Repeals all special rates on brick.

Circular No. 154.

**FREIGHT RATE ON WOOD FOR MANUFACTURE OF PULP, EXTRACT, OR ACIDS.**

(Applicable to and from all stations on Southern Railway lines in North Carolina.)

The Corporation Commission has adopted maximum freight rate on wood for manufacture of pulp, extract, or acids, car-load minimum 10 cords, per cord of 128 cubic feet, as follows:

Distance	Per Cord	Distance	Per Cord
60 miles and under.....	\$ 0.60	180 miles and over 160.....	\$ 1.25
100 miles and over 60.....	.75	200 miles and over 180.....	1.40
120 miles and over 100.....	.90	220 miles and over 200.....	1.55
140 miles and over 120.....	1.00	240 miles and over 220.....	1.70
160 miles and over 140.....	1.10	260 miles and over 240.....	1.85

This the 29th day of October, 1910.

Circular No. 143.



## RATES ON CLAY GRAVEL (UNWASHED.)

From and after October 22, 1913, rates on unwashed clay gravel will be as follows:

Distance	Per Ton	Distance	Per Ton
10 miles.....	\$ 0.25	160 miles.....	\$ 0.80
20 miles.....	.30	180 miles.....	.85
30 miles.....	.35	200 miles.....	.90
40 miles.....	.40	220 miles.....	.93
50 miles.....	.45	240 miles.....	.96
60 miles.....	.49	260 miles.....	.99
70 miles.....	.53	280 miles.....	1.02
80 miles.....	.57	300 miles.....	1.05
90 miles.....	.61	325 miles.....	1.09
100 miles.....	.65	350 miles.....	1.13
120 miles.....	.70	375 miles.....	1.17
140 miles.....	.75	400 miles.....	1.20

Applicable to all railroads.

Circular No. 193.

Car-load minimum, marked capacity of cars, except where cars are loaded to full visible capacity, in which case actual weight will be charged for.

The rates named herein to be used exclusively in the building of public roads or highways in the State of North Carolina, in which the State, towns, or counties have an interest.

## GROUND LIMESTONE.

CARLOAD MINIMUM WEIGHT 60,000 POUNDS.

Distance	Per Ton	Distance	Per Ton
10 miles and under.....	\$ 0.40	170 miles.....	\$ 1.20
20 miles.....	.45	190 miles.....	1.25
30 miles.....	.55	210 miles.....	1.35
40 miles.....	.60	230 miles.....	1.40
50 miles.....	.65	260 miles.....	1.45
70 miles.....	.75	280 miles.....	1.55
80 miles.....	.80	320 miles.....	1.60
90 miles.....	.85	360 miles.....	1.65
110 miles.....	.95	370 miles.....	1.75
120 miles.....	1.00	390 miles.....	1.80
140 miles.....	1.05	400 miles.....	1.85
160 miles.....	1.15		

Applicable to Atlantic Coast Line Railroad Co.

## GROUND LIMESTONE.

CARLOAD MINIMUM WEIGHT 60,000 POUNDS.

Distance	Per Ton	Distance	Per Ton
10 miles and under.....	\$ 0.33	140 miles.....	\$ 1.07
20 miles.....	.47	160 miles.....	1.13
30 miles.....	.53	170 miles.....	1.20
40 miles.....	.60	190 miles.....	1.27
50 miles.....	.67	210 miles.....	1.33
70 miles.....	.73	230 miles.....	1.40
80 miles.....	.80	260 miles.....	1.47
90 miles.....	.87	280 miles.....	1.53
110 miles.....	.93	300 miles.....	1.60
120 miles.....	1.00		

Applicable to Norfolk Southern Railroad Co.



## GROUND LIMESTONE.

CARLOAD MINIMUM WEIGHT 60,000 POUNDS.

Distance	Per Ton	Distance	Per Ton
10 miles and under.....	\$ 0.33	140 miles.....	\$ 1.07
20 miles.....	.47	160 miles.....	1.13
30 miles.....	.53	170 miles.....	1.20
40 miles.....	.60	190 miles.....	1.27
50 miles.....	.67	210 miles.....	1.33
70 miles.....	.73	230 miles.....	1.40
80 miles.....	.80	260 miles.....	1.47
90 miles.....	.87	280 miles.....	1.53
110 miles.....	.93	300 miles.....	1.60
120 miles.....	1.00		

Applicable to Seaboard Air Line Railway Co.

## GROUND LIMESTONE.

CARLOAD MINIMUM WEIGHT 60,000 POUNDS.

Distance	Per Ton	Distance	Per Ton
5 miles and under.....	\$ 0.25	330 miles.....	\$ 1.65
10 miles.....	.30	340 miles.....	1.70
15 miles.....	.35	350 miles.....	1.75
20 miles.....	.40	360 miles.....	1.80
25 miles.....	.45	370 miles.....	1.85
30 miles.....	.50	380 miles.....	1.90
35 miles.....	.55	390 miles.....	1.95
45 miles.....	.60	400 miles.....	2.00
50 miles.....	.65	410 miles.....	2.05
60 miles.....	.70	420 miles.....	2.10
70 miles.....	.75	430 miles.....	2.15
80 miles.....	.80	440 miles.....	2.20
100 miles.....	.85	450 miles.....	2.25
110 miles.....	.90	460 miles.....	2.30
120 miles.....	.95	470 miles.....	2.35
150 miles.....	1.00	480 miles.....	2.40
170 miles.....	1.05	490 miles.....	2.45
190 miles.....	1.10	500 miles.....	2.50
210 miles.....	1.15	510 miles.....	2.55
230 miles.....	1.20	520 miles.....	2.60
250 miles.....	1.25	530 miles.....	2.65
260 miles.....	1.30	540 miles.....	2.70
270 miles.....	1.35	550 miles.....	2.75
280 miles.....	1.40	560 miles.....	2.80
290 miles.....	1.45	570 miles.....	2.85
300 miles.....	1.50	580 miles.....	2.90
310 miles.....	1.55	590 miles.....	2.95
320 miles.....	1.60	600 miles.....	3.00

## INTRASTATE FREIGHT RATES

### GENERAL RULES.

The rate tables hereinafter given in this report are subject to Southern Classification, except where lower ratings are or may be published by the North Carolina Corporation Commission.

When one Railroad Company has two or more routes between given points, the rates shall be based on the shortest route. On joint hauls, the lines handling the traffic must base their rates upon the shortest practicable route having physical connection.

For joint hauls over two or more independently controlled railroads under the management of companies operating 75 or more miles of railroads within this State, add the following to the straight mileage rates for the combined total distance (see note):

Per 100 Pounds.												
Class 1	2	3	4	5	6	A	B	C	D	Other Classes and Commodities.		
5	4	3	3	2	2	2	2	2	2	1c.		

In the absence of an agreed basis of division between roads participating in a joint haul, locals shall be used as factors in dividing, after first deducting cost of transfer, if any, at interchange point.

The minimum charge on small shipments shall be for actual weight at the tariff rate, but not less than 25 cents for a haul over one road, or 30 cents for a joint haul over two roads, or 40 cents for joint haul over three or more roads.

Existing rates on commodities not mentioned in this Schedule are continued in effect.

Class E Articles are here rated 5th Class; Class H Articles are here rated 4th Class.

Flour in barrels now rated Class F is here rated double C per barrel.

Flour in half-barrels, same as Class C.

Class M Articles are here rated two-thirds of Class A.

NOTE.—For joint specific rates between Southern Railway stations, formerly Cape Fear and Yadkin Valley Railway, and Atlantic Coast Line stations, formerly Cape Fear and Yadkin Valley Railway, see page 126.



# STANDARD FREIGHT TARIFF

GOVERNED BY SOUTHERN CLASSIFICATION AND NORTH CAROLINA EXCEPTION SHEET.

## STANDARD FREIGHT TARIFF

87

	Per Hundred Pounds												Per Ton	Per Carload			Lumber, Carload 24,000 Lbs., Per 100 Pounds	Molasses in Hhds. and Bbls., Per 100 Pounds	Rough Logs, Carload, 40,000 Pounds	Cotton in Bales, Per 100 Pounds	Ferti- lizer Per Ton, Carload 12 Tons
	1	2	3	4	5	6	A	B	C*	D*	K	L		N	O	P					
5 miles and under	\$.12	\$.10	\$.08	\$.07	\$.06	\$.05	\$.04	\$.05	\$.04	\$.03	\$.50	9.00	7.00	5.00	.02	.04	5.00	.07	.60		
10 miles and over	.15	.13	.11	.09	.08	.06	.05	.06	.06	.04	.60	10.00	8.00	6.50	.02½	.05	5.00	.09	.75		
15 miles and over	.18	.15	.13	.11	.09	.07	.06	.07	.07	.06	.70	11.00	9.00	7.50	.03	.06½	6.00	.11	.85		
20 miles and over	.21	.18	.16	.13	.10	.08	.07	.08	.08	.07	.75	12.00	10.00	8.50	.03½	.06	6.00	.13	.95		
25 miles and over	.24	.20	.18	.14	.11	.09	.08	.09	.09	.08	.80	14.00	11.00	9.50	.03½	.06½	7.00	.14	1.05		
30 miles and over	.27	.23	.20	.16	.12	.10	.08	.10	.10	.08	.85	16.00	11.00	10.50	.04	.07	7.00	.15	1.10		
35 miles and over	.29	.25	.21	.17	.13	.10	.09	.11	.10	.09	.90	17.00	12.00	11.50	.04	.07½	8.00	.16	1.15		
40 miles and over	.31	.26	.22	.18	.14	.11	.09	.11	.10	.09	.95	18.00	12.00	12.00	.04	.08	8.00	.17	1.20		
45 miles and over	.33	.27	.23	.19	.14	.11	.10	.12	.11	.09	1.00	19.00	13.00	12.00	.04½	.08½	9.00	.18	1.25		
50 miles and over	.35	.28	.24	.20	.15	.12	.10	.12	.11	.09	1.00	20.00	13.00	12.00	.04½	.09	9.00	.19	1.30		
55 miles and over	.36	.29	.25	.20	.16	.12	.11	.13	.11	.10	1.05	21.00	14.00	13.00	.04½	.09	10.00	.20	1.35		
60 miles and over	.37	.30	.26	.21	.16	.13	.11	.13	.11	.10	1.07	22.00	14.00	13.00	.05	.10	10.00	.21	1.40		
65 miles and over	.38	.31	.27	.21	.17	.13	.12	.14	.12	.10	1.10	23.00	15.00	13.00	.05	.10	11.00	.22	1.45		
70 miles and over	.39	.32	.28	.21	.17	.14	.12	.14	.12	.10	1.10	24.00	15.00	14.00	.05	.11	11.00	.22	1.50		
75 miles and over	.40	.33	.29	.22	.18	.14	.12	.15	.12	.10	1.15	25.00	16.00	14.00	.05½	.11	12.00	.23	1.55		
80 miles and over	.41	.34	.30	.22	.18	.15	.13	.15	.13	.11	1.15	26.00	16.00	14.00	.05½	.12	12.00	.23	1.60		
85 miles and over	.42	.35	.30	.22	.19	.15	.13	.16	.13	.11	1.20	27.00	17.00	15.00	.05½	.12	13.00	.24	1.65		
90 miles and over	.43	.36	.31	.22	.19	.15	.13	.16	.13	.11	1.20	28.00	17.00	15.00	.05½	.13	13.00	.24	1.70		
95 miles and over	.44	.37	.31	.23	.19	.16	.14	.16	.13	.11	1.25	29.00	18.00	15.00	.06	.13	14.00	.25	1.75		
100 miles and over	.45	.38	.32	.24	.20	.16	.14	.17	.14	.12	1.25	29.00	18.00	16.00	.06	.14	14.00	.25	1.80		
110 miles and over	.47	.40	.33	.25	.20	.16	.14	.17	.14	.12	1.30	30.00	19.00	16.00	.06	.15	15.00	.26	1.85		
120 miles and over	.49	.42	.34	.25	.21	.17	.15	.18	.15	.13	1.30	31.00	20.00	17.00	.06½	.16	16.00	.27	1.90		
130 miles and over	.51	.44	.35	.26	.21	.17	.15	.18	.15	.13	1.35	32.00	20.00	17.00	.06½	.17	17.00	.28	1.95		
140 miles and over	.53	.45	.36	.26	.22	.18	.16	.19	.16	.14	1.35	33.00	21.00	18.00	.06½	.18	18.00	.29	2.00		
150 miles and over	.55	.47	.37	.27	.22	.18	.16	.19	.17	.14	1.40	34.00	21.00	19.00	.07	.18	19.00	.30	2.10		
160 miles and over	.57	.48	.39	.29	.24	.19	.16	.20	.17	.14	1.40	34.00	22.00	19.00	.07	.19	20.00	.31	2.20		
170 miles and over	.59	.49	.40	.30	.26	.20	.17	.20	.18	.15	1.50	35.00	22.00	20.00	.07	.19	21.00	.32	2.25		

## STANDARD FREIGHT TARIFF—Continued.

	Per Hundred Pounds											Per Ton	Per Carload				Lumber, Carload 24,000 Lbs., Per 100 Pounds	Molasses in Hhds. and Bbls. Per 100 Pounds	Rough Logs, Carload, 40,000 Pounds	Cotton in Bales, Per 100 Pounds	Fertilizer Per Ton, Carload 12 Tons
													L	N	O	P					
	1	2	3	4	5	6	A	B	C*	D*	K										
180 miles and over 170	\$.60	\$.50	\$.41	\$.31	\$.26	\$.20	\$.17	\$.21	\$.18	\$.15	\$.10	1.50	35.00	23.00	20.00	\$.07½	\$.20	21.00	\$.33	2.30	
190 miles and over 180	.61	.51	.42	.32	.28	.21	.17	.21	.18	.15	.10	1.55	36.00	23.00	21.00	.07½	.20	22.00	.34	2.35	
200 miles and over 190	.62	.52	.43	.33	.29	.22	.17	.22	.19	.16	.10½	1.55	37.00	24.00	21.00	.07½	.20	22.00	.35	2.40	
210 miles and over 200	.63	.53	.44	.34	.29	.22	.17	.22	.19	.16	.10½	1.60	38.00	24.00	22.00	.08	.21	23.00	.36	2.45	
220 miles and over 210	.64	.54	.45	.35	.30	.23	.18	.23	.20	.17	.11	1.60	39.00	25.00	22.00	.08	.21	23.00	.36	2.50	
230 miles and over 220	.64	.54	.45	.35	.30	.23	.18	.23	.20	.17	.11	1.65	40.00	25.00	23.00	.08	.21	24.00	.37	2.55	
240 miles and over 230	.65	.55	.45	.35	.30	.23	.19	.24	.21	.18	.11½	1.65	40.00	26.00	23.00	.08	.22	24.00	.37	2.60	
250 miles and over 240	.65	.55	.45	.36	.30	.23	.19	.24	.21	.18	.11½	1.70	41.00	26.00	23.00	.08½	.22	25.00	.38	2.65	
260 miles and over 250	.65	.55	.45	.36	.30	.23	.20	.25	.22	.19	.12	1.70	41.00	27.00	24.00	.08½	.22	25.00	.38	2.70	
270 miles and over 260	.66	.56	.46	.36	.31	.23	.20	.25	.22	.19	.12	1.75	42.00	27.00	24.00	.08½	.22	26.00	.39	2.75	
280 miles and over 270	.66	.56	.46	.36	.31	.23	.20	.26	.23	.20	.12½	1.75	42.00	28.00	24.00	.08½	.23	26.00	.39	2.80	
300 miles and over 280	.67	.57	.47	.37	.31	.24	.21	.26	.23	.20	.13	1.85	43.00	29.00	25.00	.09	.23	27.00	.40	2.90	
320 miles and over 300	.68	.58	.48	.38	.31	.24	.21	.26	.24	.21	.14	1.95	44.00	30.00	26.00	.09½	.23	27.50	.41	3.00	
340 miles and over 320	.69	.59	.49	.39	.31	.24	.21	.26	.24	.21	.14	2.05	45.00	31.00	27.00	.10	.24	28.00	.42	3.10	
360 miles and over 340	.70	.59	.49	.39	.32	.24	.21	.27	.25	.22	.15	2.15	46.00	32.00	28.00	.10½	.24	28.50	.43	3.20	
380 miles and over 360	.71	.60	.50	.40	.33	.25	.22	.27	.25	.22	.15	2.25	47.00	33.00	29.00	.11	.24	29.00	.43	3.30	
400 miles and over 380	.72	.61	.50	.40	.33	.25	.22	.27	.25	.22	.16	2.35	48.00	34.00	30.00	.11½	.25	30.00	.44	3.40	
420 miles and over 400	.73	.62	.51	.41	.34	.26	.22	.27	.25	.22	.16	2.45	49.50	35.00	31.00	.11½	.25	30.50	.44	3.50	
440 miles and over 420	.74	.62	.51	.41	.34	.26	.22	.27	.26	.23	.17	2.55	50.00	36.00	32.00	.12	.25	31.00	.45	3.50	
460 miles and over 440	.75	.63	.52	.41	.34	.26	.23	.28	.26	.23	.17	2.65	51.00	37.00	33.00	.12	.25	31.50	.45	3.60	
480 miles and over 460	.76	.63	.52	.42	.35	.27	.23	.28	.26	.23	.18	2.75	52.00	38.00	34.00	.13	.26	32.00	.45	3.60	
500 miles and over 480	.77	.64	.53	.42	.35	.27	.24	.29	.27	.24	.18	2.75	52.00	39.00	35.00	.13	.26	32.50	.45	3.70	

\*Classes C and D, carload shipments, 20% less than rates shown, including hay in straight or mixed carloads with grain or grain products other than flour. Above rates are applicable to railroads over seventy-five miles in length, except for class rates of Atlantic Coast Line Railroad Co. See page 120.



## APPLICATION OF RATES

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Effective June 25, 1918, all rates then in effect are *increased* to the rates shown in column B in Table of Rates on pages 94 to 99, inclusive, hereof, except as otherwise provided in "Exceptions to Table of Rates" on pages 100, 101 and 102 hereof.

### *Exceptions.*

This supplement *does not* increase:

Charges for terminal or transit services or facilities, switching (see Note 1 below), weighing, demurrage, car service, transfer, diversion, reconsignment, refrigeration, icing, storage, elevation, or other special services.

NOTE 1.—This exception does not apply to Intra-terminal, Inter-terminal or Cross-town transportation service not performed in connection with or as a part of a road haul transportation service.

### RULES.

#### *Rates in Cents (Except Cents Per Car).*

1. Where rates named in tariffs or prior supplements thereto, as enumerated herein, in cents per hundred pounds, per package, per ton, per shipment, or other unit (except rates in cents per car—see Rule 6) are included in the figures shown in column A, the rates shown opposite thereto in column B will apply.

#### *Rates in Dollars Per Hundred Pounds.*

2. Where tariff or prior supplements thereto, as enumerated herein, name rates in dollars, or dollars and cents, per hundred pounds, use the equivalent in cents per hundred pounds and apply figures shown in column B opposite figures shown in column A.

#### *Rates in Dollars (except Per Hundred Pounds, Per Ton, or Per Car).*

3. Where tariff or prior supplements thereto, as enumerated herein, name rates in dollars, or dollars and cents, per unit (other than per hundred pounds, per ton, or per car—see Rules 2, 4, and 5, respectively), use the figures in column A as expressing dollars and fractions thereof, and apply figures shown in column B opposite figures shown in column A.

#### *Rates in Dollars Per Ton.*

4. Where tariff or prior supplements thereto, as enumerated herein, name rates in dollars, or dollars and cents, per net or gross ton, use the equivalent in cents per net or gross ton and apply rate in column B opposite such figure, subject to Rule 8 (b).

*Example:* Where rate in tariff is \$1.25, the equivalent is 125 cents; 125 is included between 124.99 and 125.39 in Column A; the rate in Column B opposite thereto is 156½ cents, or \$1.56½, and under Rule 8 (b) the rate to apply is \$1.60 per ton.

*Rates in Dollars Per Car.*

5. (a) Where tariff or prior supplements thereto, as enumerated herein, name rates in dollars or dollars and cents, per car, regardless of weight, use the figures in Column A as expressing dollars and cents, and apply figures shown in Column B opposite figures shown in Column A.

*Example:* Where rate in tariff is \$125.00 per car, the equivalent is 125; 125 is included between 124.99 and 125.39 in column A; the rate in column B opposite thereto is 156½, or \$156.50 per car, regardless of weight.

(b) Where tariff or prior supplements thereto, as enumerated herein, name rates in dollars, or dollars and cents, per car of a specified weight and provide that excess weight will be charged for in proportion, first determine the per car charge by the method shown in Rule 5 (a), and then determine the charge on the actual weight of the car by the following method:

If a new rate of \$38.00 applies per car of 20,000 pounds, the charge for a car of 26,000 pounds will be  $\frac{26000}{20000}$  of the rate for 20,000 pounds, thus \$38.00  $\times \frac{26}{20}$  equals \$49.40, and under Rule 8 (c) the charge for a car of 26,000 pounds is \$49.50.

*Rates in Cents Per Car.*

6. (a) Where tariff or prior supplements thereto, as enumerated herein, name rates in cents per car, regardless of weight, use the equivalent in dollars, or dollars and cents, taking the figures in column A as expressing dollars and cents, and apply figures shown in column B opposite figures shown in column A.

*Example:* Where rate in tariff is 5140 cents per car, the equivalent is \$51.40; 5140 is included between 51.39 and 51.79 in column A; the rate in column B opposite thereto is 64½ or \$64.50 per car, regardless of weight.

(b) Where tariff or prior supplements thereto, as enumerated herein, name rates in cents per car of a specified weight and provide that excess weight will be charged for in proportion, first determine the per car charge by the method shown in Rule 6 (a), and then determine the charge on the actual weight of the car by the following method:

If a new rate of \$64.50 applies per car of 20,000 pounds, the charge for a car of 26,000 pounds will be  $\frac{26000}{20000}$  of the rate for 20,000 pounds, thus \$64.50  $\times \frac{26}{20}$  equals \$83.85, and under Rule 8 (c) the charge for a car of 26,000 pounds is \$84.00.

*Rule for Arriving at Rates Higher Than Shown in Rate Table.*

7. Where rates in tariff or prior supplements thereto, as enumerated herein, are higher than found in column A, such rates will be increased 25 per cent, except as otherwise provided in "Exceptions to Table of Rates" on pages 100 and 102 hereof, observing the rules for the disposition of fractions shown in Rule 8, page 3, in obtaining the increased rates.

*Rules for Disposition of Fractions.*

In computing or applying increased rates, including rates increased by specific amounts under "Exceptions to Table of Rates" on pages 100 to 102 hereof, fractions will be disposed of as follows:

(a) Rates per 100 pounds or per package:

Fractions of less than ¼, or .25, omit.



Fractions of  $\frac{1}{4}$ , or .25, or greater, but less than  $\frac{3}{4}$ , or .75, state as one-half ( $\frac{1}{2}$ ), or as fifty one-hundredths (.50).

Fractions of  $\frac{3}{4}$ , or .75, or greater, increase to the next whole figure.

(b) Rates per ton:

Amounts of less than five (5) cents, drop the odd cents; thus—\$1.13 when the odd cents are dropped will be \$1.10 per ton.

Amounts of five (5) cents or more, but less than ten (10) cents, convert to ten (10) cents; thus—\$1.18 when the odd 8 cents are converted to 10 cents will be \$1.20 per ton.

(c) Rates per car:

Amounts of less than twenty-five (25) cents, omit or drop; thus—\$25.24 will be converted to \$25.00 per car.

Amounts of twenty-five (25) cents or more, but less than seventy-five (75) cents, to be converted to fifty (50) cents; thus—\$25.65 will be converted to \$25.50 per car.

Amounts of seventy-five (75) cents or more, but less than one (1) dollar, to be converted to one (1) dollar; thus—\$25.75 will be converted to \$26.00 per car.

### MINIMUM RATES AND CHARGES.

#### Minimum Rates.

No rates shall be applied on any traffic moving under class rates lower than the amounts in cents per 100 pounds for the respective classes as shown below for the several classifications. Any article, on which exceptions to any classification provides a different rating than as shown in the classification to which it is an exception, will be subject to the minimum as provided below for the class provided therefor in the classification proper (See Note 2, below). All articles included in Alabama, Georgia and Mississippi Classifications, Agent J. E. Kirk's I. C. C. Nos. 23, 25 and 26, and Virginia Classification, Agent J. E. Kirk's I. C. C. No. 1, will be subject to the minimum as provided below for the class provided for the same articles in the Southern Classification (proper), Agent J. E. Kirk's I. C. C. No. 22 (See Note 2, below).

NOTE 2.—The lettered classes, other than A, B, C and D, provided in Exceptions to Southern Classification, and in Alabama, Georgia, Virginia and Mississippi Classifications, are commodity classes and the minimum class rates as provided below will not apply on commodities rated under said classes, when in carloads.

#### Southern Classification.

Classes	1	2	3	4	5	6	A	B	C	D
Rates	25	21½	19	16	13	11	9	10	7½	6½

#### Official Classification.

Classes	1	2	3	4	5	6
Rates	25	21½	17	12½	9	7

#### Western Classification.

Classes	1	2	3	4	5	A	B	C	D	E
Rates	25	21	17½	15	11	12½	9	7½	6½	5

### Minimum Charges.

(a) The minimum charge for carload shipments shall be \$15.00 per car (See Note 3, below).

NOTE 3.—Will not apply on brick, cement, coal, coke, logs, wooden billets or blocks (round or split), wooden bolts or butts, mine props, sawdust, cord wood (including charcoal, excelsior, extract, fuel or pulp wood), sand, gravel, chert, slag, iron ore and stone (broken, crushed, ground or pulverized).

(b) The minimum charge on less than carload shipments shall be as provided in the classification or tariff governing, but in no case shall the charge on a single shipment be less than 50 cents.

### COMMODITY RATES NOT TO EXCEED CLASS RATES.

In applying the increases provided for herein in commodity rates (except commodity rates on sugar, C. L.), the increased class rates (not including the commodity classes described in Rule 9, Note 2, above) applicable to like commodity descriptions and minimum weights between the same points, are not to be exceeded.



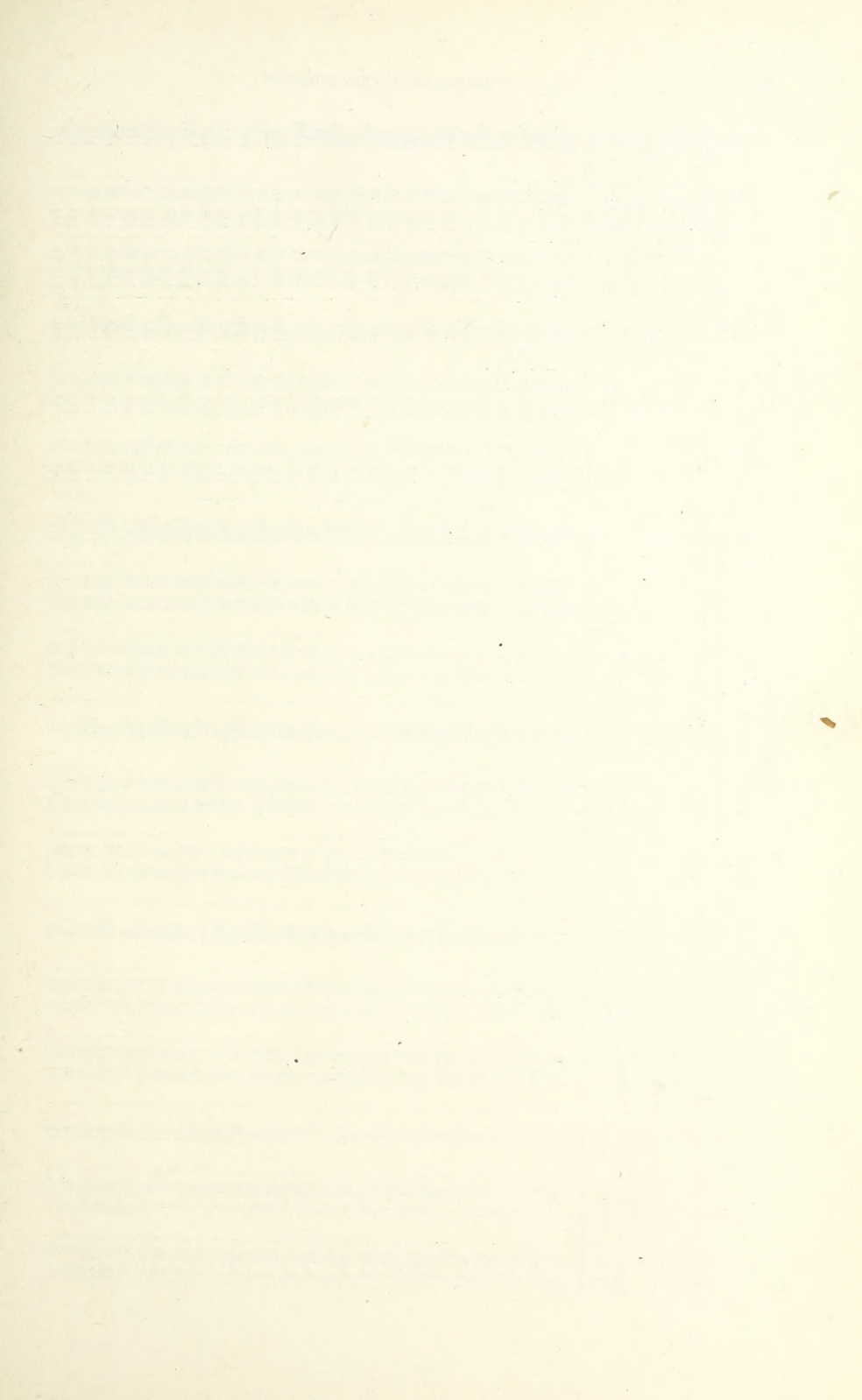


TABLE OF RATES.  
SUBJECT TO APPLICATION OF RATES AND TO RULES, PAGES 89 TO 92.  
(For minimum rates and charges, see Rule 9.)

A		B		A		B		A		B		A		B		A		B	
Over	But not Over			Over	But not Over			Over	But not Over			Over	But not Over			Over	But not Over		
0	.99	1	33½	26.59	52.59	66	78.59	78.99	98½	104.59	104.99	131	130.59	130.99	163½				
.99	1.39	1½	34	26.99	52.99	66½	78.99	79.39	99	104.99	105.39	131½	130.99	131.39	164				
1.39	1.79	2	34½	27.39	53.39	67	79.39	79.79	99½	105.39	105.79	132	131.39	131.79	164½				
1.79	2.19	2½	35	27.79	53.79	67½	79.79	80.19	100	105.79	106.19	132½	131.79	132.19	165				
2.19	2.59	3	35½	28.19	54.19	68	80.19	80.59	100½	106.19	106.59	133	132.19	132.59	165½				
2.59	2.99	3½	36	28.59	54.59	68½	80.59	80.99	101	106.59	106.99	133½	132.59	132.99	166				
2.99	3.39	4	36½	28.99	54.99	69	80.99	81.39	101½	106.99	107.39	134	132.99	133.39	166½				
3.39	3.79	4½	37	29.39	55.39	69½	81.39	81.79	102	107.39	107.79	134½	133.39	133.79	167				
3.79	4.19	5	37½	29.79	55.79	70	81.79	82.19	102½	107.79	108.19	135	133.79	134.19	167½				
4.19	4.59	5½	38	30.19	56.19	70½	82.19	82.59	103	108.19	108.59	135½	134.19	134.59	168				
4.59	4.99	6	38½	30.59	56.59	71	82.59	82.99	103½	108.59	108.99	136	134.59	134.99	168½				
4.99	5.39	6½	39	30.99	56.99	71½	82.99	83.39	104	108.99	109.39	136½	134.99	135.39	169				
5.39	5.79	7	39½	31.39	57.39	72	83.39	83.79	104½	109.39	109.79	137	135.39	135.79	169½				
5.79	6.19	7½	40	31.79	57.79	72½	83.79	84.19	105	109.79	110.19	137½	135.79	136.19	170				
6.19	6.59	8	40½	32.19	58.19	73	84.19	84.59	105½	110.19	110.59	138	136.19	136.59	170½				
6.59	6.99	8½	41	32.59	58.59	73½	84.59	84.99	106	110.59	110.99	138½	136.59	136.99	171				
6.99	7.39	9	41½	32.99	58.99	74	84.99	85.39	106½	110.99	111.39	139	136.99	137.39	171½				
7.39	7.79	9½	42	33.39	59.39	74½	85.39	85.79	107	111.39	111.79	139½	137.39	137.79	172				
7.79	8.19	10	42½	33.79	59.79	75	85.79	86.19	107½	111.79	112.19	140	137.79	138.19	172½				
8.19	8.59	10½	43	34.19	60.19	75½	86.19	86.59	108	112.19	112.59	140½	138.19	138.59	173				
8.59	8.99	11	43½	34.59	60.59	76	86.59	86.99	108½	112.59	112.99	141	138.59	138.99	173½				
8.99	9.39	11½	44	34.99	60.99	76½	86.99	87.39	109	112.99	113.39	141½	138.99	139.39	174				
9.39	9.79	12	44½	35.39	61.39	77	87.39	87.79	109½	113.39	113.79	142	139.39	139.79	174½				
9.79	10.19	12½	45	35.79	61.79	77½	87.79	88.19	110	113.79	114.19	142½	139.79	140.19	175				
10.19	10.59	13	45½	36.19	62.19	78	88.19	88.59	110½	114.19	114.59	143	140.19	140.59	175½				
10.59	10.99	13½	46	36.59	62.59	78½	88.59	88.99	111	114.59	114.99	143½	140.59	140.99	176				
10.99	11.39	14	46½	36.99	62.99	79	88.99	89.39	111½	114.99	115.39	144	140.99	141.39	176½				
11.39	11.79	14½	47	37.39	63.39	79½	89.39	89.79	112	115.39	115.79	144½	141.39	141.79	177				



11.79	12.19	15	37.79	38.19	47½	63.79	64.19	80	89.79	90.19	112½	115.79	116.19	145	141.79	142.19	177½
12.19	12.59	15½	38.19	38.59	48	64.19	64.59	80½	90.19	90.59	113	116.19	116.59	145½	142.19	142.59	178
12.59	12.99	16	38.59	38.99	48½	64.59	64.99	81	90.59	90.99	113½	116.59	116.99	146	142.59	142.99	178½
12.99	13.39	16½	38.99	39.39	49	64.99	65.39	81½	90.99	91.39	114	116.99	117.39	146½	142.99	143.39	179
13.39	13.79	17	39.39	39.79	49½	65.39	65.79	82	91.39	91.79	114½	117.39	117.79	147	143.39	143.79	179½
13.79	14.19	17½	39.79	40.19	50	65.79	66.19	82½	91.79	92.19	115	117.79	118.19	147½	143.79	144.19	180
14.19	14.59	18	40.19	40.59	50½	66.19	66.59	83	92.19	92.59	115½	118.19	118.59	148	144.19	144.59	180½
14.59	14.99	18½	40.59	40.99	51	66.59	66.99	83½	92.59	92.99	116	118.59	118.99	148½	144.59	144.99	181
14.99	15.39	19	40.99	41.39	51½	66.99	67.39	84	92.99	93.39	116½	118.99	119.39	149	144.99	145.39	181½
15.39	15.79	19½	41.39	41.79	52	67.39	67.79	84½	93.39	93.79	117	119.39	119.79	149½	145.39	145.79	182
15.79	16.19	20	41.79	42.19	52½	67.79	68.19	85	93.79	94.19	117½	119.79	120.19	150	145.79	146.19	182½
16.19	16.59	20½	42.19	42.59	53	68.19	68.59	85½	94.19	94.59	118	120.19	120.59	150½	146.19	146.59	183
16.59	16.99	21	42.59	42.99	53½	68.59	68.99	86	94.59	94.99	118½	120.59	120.99	151	146.59	146.99	183½
16.99	17.39	21½	42.99	43.39	54	68.99	69.39	86½	94.99	95.39	119	120.99	121.39	151½	146.99	147.39	184
17.39	17.79	22	43.39	43.79	54½	69.39	69.79	87	95.39	95.79	119½	121.39	121.79	152	147.39	147.79	184½
17.79	18.19	22½	43.79	44.19	55	69.79	70.19	87½	95.79	96.19	120	121.79	122.19	152½	147.79	148.19	185
18.19	18.59	23	44.19	44.59	55½	70.19	70.59	88	96.19	96.59	120½	122.19	122.59	153	148.19	148.59	185½
18.59	18.99	23½	44.59	44.99	56	70.59	70.99	88½	96.59	96.99	121	122.59	122.99	153½	148.59	148.99	186
18.99	19.39	24	44.99	45.39	56½	70.99	71.39	89	96.99	97.39	121½	122.99	123.39	154	148.99	149.39	186½
19.39	19.79	24½	45.39	45.79	57	71.39	71.79	89½	97.39	97.79	122	123.39	123.79	154½	149.39	149.79	187
19.79	20.19	25	45.79	46.19	57½	71.79	72.19	90	97.79	98.19	122½	123.79	124.19	155	149.79	150.19	187½
20.19	20.59	25½	46.19	46.59	58	72.19	72.59	90½	98.19	98.59	123	124.19	124.59	155½	150.19	150.59	188
20.59	20.99	26	46.59	46.99	58½	72.59	72.99	91	98.59	98.99	123½	124.59	124.99	156	150.59	150.99	188½
20.99	21.39	26½	46.99	47.39	59	72.99	73.39	91½	98.99	99.39	124	124.99	125.39	156½	150.99	151.39	189
21.39	21.79	27	47.39	47.79	59½	73.39	73.79	92	99.39	99.79	124½	125.39	125.79	157	151.39	151.79	189½
21.79	22.19	27½	47.79	48.19	60	73.79	74.19	92½	99.79	100.19	125	125.79	126.19	157½	151.79	152.19	190
22.19	22.59	28	48.19	48.59	60½	74.19	74.59	93	100.19	100.59	125½	126.19	126.59	158	152.19	152.59	190½
22.59	22.99	28½	48.59	48.99	61	74.59	74.99	93½	100.59	100.99	126	126.59	126.99	158½	152.59	152.99	191
22.99	23.39	29	48.99	49.39	61½	74.99	75.39	94	100.99	101.39	126½	126.99	127.39	159	152.99	153.39	191½
23.39	23.79	29½	49.39	49.79	62	75.39	75.79	94½	101.39	101.79	127	127.39	127.79	159½	153.39	153.79	192
23.79	24.19	30	49.79	50.19	62½	75.79	76.19	95	101.79	102.19	127½	127.79	128.19	160	153.79	154.19	192½
24.19	24.59	30½	50.19	50.59	63	76.19	76.59	95½	102.19	102.59	128	128.19	128.59	160½	154.19	154.59	193
24.59	24.99	31	50.59	50.99	63½	76.59	76.99	96	102.59	102.99	128½	128.59	128.99	161	154.59	154.99	193½
24.99	25.39	31½	50.99	51.39	64	76.99	77.39	96½	102.99	103.39	129	128.99	129.39	161½	154.99	155.39	194
25.39	25.79	32	51.39	51.79	64½	77.39	77.79	97	103.39	103.79	129½	129.39	129.79	162	155.39	155.79	194½
25.79	26.19	32½	51.79	52.19	65	77.79	78.19	97½	103.79	104.19	130	129.79	130.19	162½	155.79	156.19	195
26.19	26.5	33	52.19	52.59	65½	78.19	78.59	98	104.19	104.59	130½	130.19	130.59	163	156.19	156.59	195½





## TABLE OF RATES

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167.70	168.19	168.50	168.80	169.10	169.40	169.70	170.00	170.30	170.60	170.90	171.20	171.50	171.80	172.10	172.40	172.70	173.00	173.30	173.60	173.90	174.20	174.50	174.80	175.10	175.40	175.70	176.00	176.30	176.60	176.90	177.20	177.50	177.80	178.10	178.40	178.70	179.00	179.30	179.60	179.90	180.20	180.50	180.80	181.10	181.40	181.70	182.00	182.30	182.60	182.90	183.20	183.50	183.80	184.10	184.40	184.70	185.00	185.30	185.60	185.90	186.20	186.50	186.80	187.10	187.40	187.70	188.00	188.30	188.60	188.90	189.20	189.50	189.80	190.10	190.40	190.70	191.00	191.30	191.60	191.90	192.20	192.50	192.80	193.10	193.40	193.70	194.00	194.30	194.60	194.90	195.20	195.50	195.80	196.10	196.40	196.70	197.00	197.30	197.60	197.90	198.20	198.50	198.80	199.10	199.40	199.70	200.00	200.30	200.60	200.90	201.20	201.50	201.80	202.10	202.40	202.70	203.00	203.30	203.60	203.90	204.20	204.50	204.80	205.10	205.40	205.70	206.00	206.30	206.60	206.90	207.20	207.50	207.80	208.10	208.40	208.70	209.00	209.30	209.60	209.90	210.20	210.50	210.80	211.10	211.40	211.70	212.00	212.30	212.60	212.90	213.20	213.50	213.80	214.10	214.40	214.70	215.00	215.30	215.60	215.90	216.20	216.50	216.80	217.10	217.40	217.70	218.00	218.30	218.60	218.90	219.20	219.50	219.80	220.10	220.40	220.70	221.00	221.30	221.60	221.90	222.20	222.50	222.80	223.10	223.40	223.70	224.00	224.30	224.60	224.90	225.20	225.50	225.80	226.10	226.40	226.70	227.00	227.30	227.60	227.90	228.20	228.50	228.80	229.10	229.40	229.70	230.00	230.30	230.60	230.90	231.20	231.50	231.80	232.10	232.40	232.70	233.00	233.30	233.60	233.90	234.20	234.50	234.80	235.10	235.40	235.70	236.00	236.30	236.60	236.90	237.20	237.50	237.80	238.10	238.40	238.70	239.00	239.30	239.60	239.90	240.20	240.50	240.80	241.10	241.40	241.70	242.00	242.30	242.60	242.90	243.20	243.50	243.80	244.10	244.40	244.70	245.00	245.30	245.60	245.90	246.20	246.50	246.80	247.10	247.40	247.70	248.00	248.30	248.60	248.90	249.20	249.50	249.80	250.10	250.40	250.70	251.00	251.30	251.60	251.90	252.20	252.50	252.80	253.10	253.40	253.70	254.00	254.30	254.60	254.90	255.20	255.50	255.80	256.10	256.40	256.70	257.00	257.30	257.60	257.90	258.20	258.50	258.80	259.10	259.40	259.70	260.00	260.30	260.60	260.90	261.20	261.50	261.80	262.10	262.40	262.70	263.00	263.30	263.60	263.90	264.20	264.50	264.80	265.10	265.40	265.70	266.00	266.30	266.60	266.90	267.20	267.50	267.80	268.10	268.40	268.70	269.00	269.30	269.60	269.90	270.20	270.50	270.80	271.10	271.40	271.70	272.00	272.30	272.60	272.90	273.20	273.50	273.80	274.10	274.40	274.70	275.00	275.30	275.60	275.90	276.20	276.50	276.80	277.10	277.40	277.70	278.00	278.30	278.60	278.90	279.20	279.50	279.80	280.10	280.40	280.70	281.00	281.30	281.60	281.90	282.20	282.50	282.80	283.10	283.40	283.70	284.00	284.30	284.60	284.90	285.20	285.50	285.80	286.10	286.40	286.70	287.00	287.30	287.60	287.90	288.20	288.50	288.80	289.10	289.40	289.70	290.00	290.30	290.60	290.90	291.20	291.50	291.80	292.10	292.40	292.70	293.00	293.30	293.60	293.90	294.20	294.50	294.80	295.10	295.40	295.70	296.00	296.30	296.60	296.90	297.20	297.50	297.80	298.10	298.40	298.70	299.00	299.30	299.60	299.90	300.20	300.50	300.80	301.10	301.40	301.70	302.00	302.30	302.60	302.90	303.20	303.50	303.80	304.10	304.40	304.70	305.00	305.30	305.60	305.90	306.20	306.50	306.80	307.10	307.40	307.70	308.00	308.30	308.60	308.90	309.20	309.50	309.80	310.10	310.40	310.70	311.00	311.30	311.60	311.90	312.20	312.50	312.80	313.10	313.40	313.70	314.00	314.30	314.60	314.90	315.20	315.50	315.80	316.10	316.40	316.70	317.00	317.30	317.60	317.90	318.20	318.50	318.80	319.10	319.40	319.70	320.00	320.30	320.60	320.90	321.20	321.50	321.80	322.10	322.40	322.70	323.00	323.30	323.60	323.90	324.20	324.50	324.80	325.10	325.40	325.70	326.00	326.30	326.60	326.90	327.20	327.50	327.80	328.10	328.40	328.70	329.00	329.30	329.60	329.90	330.20	330.50	330.80	331.10	331.40	331.70	332.00	332.30	332.60	332.90	333.20	333.50	333.80	334.10	334.40	334.70	335.00	335.30	335.60	335.90	336.20	336.50	336.80	337.10	337.40	337.70	338.00	338.30	338.60	338.90	339.20	339.50	339.80	340.10	340.40	340.70	341.00	341.30	341.60	341.90	342.20	342.50	342.80	343.10	343.40	343.70	344.00	344.30	344.60	344.90	345.20	345.50	345.80	346.10	346.40	346.70	347.00	347.30	347.60	347.90	348.20	348.50	348.80	349.10	349.40	349.70	350.00	350.30	350.60	350.90	351.20	351.50	351.80	352.10	352.40	352.70	353.00	353.30	353.60	353.90	354.20	354.50	354.80	355.10	355.40	355.70	356.00	356.30	356.60	356.90	357.20	357.50	357.80	358.10	358.40	358.70	359.00	359.30	359.60	359.90	360.20	360.50	360.80	361.10	361.40	361.70	362.00	362.30	362.60	362.90	363.20	363.50	363.80	364.10	364.40	364.70	365.00	365.30	365.60	365.90	366.20	366.50	366.80	367.10	367.40	367.70	368.00	368.30	368.60	368.90	369.20	369.50	369.80	370.10	370.40	370.70	371.00	371.30	371.60	371.90	372.20	372.50	372.80	373.10	373.40	373.70	374.00	374.30	374.60	374.90	375.20	375.50	375.80	376.10	376.40	376.70	377.00	377.30	377.60	377.90	378.20	378.50	378.80	379.10	379.40	379.70	380.00	380.30	380.60	380.90	381.20	381.50	381.80	382.10	382.40	382.70	383.00	383.30	383.60	383.90	384.20	384.50	384.80	385.10	385.40	385.70	386.00	386.30	386.60	386.90	387.20	387.50	387.80	388.10	388.40	388.70	389.00	389.30	389.60	389.90	390.20	390.50	390.80	391.10	391.40	391.70	392.00	392.30	392.60	392.90	393.20	393.50	393.80	394.10	394.40	394.70	395.00	395.30	395.60	395.90	396.20	396.50	396.80	397.10	397.40	397.70	398.00	398.30	398.60	398.90	399.20	399.50	399.80	400.10	400.40	400.70	401.00	401.30	401.60	401.90	402.20	402.50	402.80	403.10	403.40	403.70	404.00	404.30	404.60	404.90	405.20	405.50	405.80	406.10	406.40	406.70	407.00	407.30	407.60	407.90	408.20	408.50	408.80	409.10	409.40	409.70	410.00	410.30	410.60	410.90	411.20	411.50	411.80	412.10	412.40	412.70	413.00	413.30	413.60	413.90	414.20	414.50	414.80	415.10	415.40	415.70	416.00	416.30	416.60	416.90	417.20	417.50	417.80	418.10	418.40	418.70	419.00	419.30	419.60	419.90	420.20	420.50	420.80	421.10	421.40	421.70	422.00	422.30	422.60	422.90	423.20	423.50	423.80	424.10	424.40	424.70	425.00	425.30	425.60	425.90	426.20	426.50	426.80	427.10	427.40	427.70	428.00	428.30	428.60	428.90	429.20	429.50	429.80	430.10	430.40	430.70	431.00	431.30	431.60	431.90	432.20	432.50	432.80	433.10	433.40	433.70	434.00	434.30	434.60	434.90	435.20	435.50	435.80	436.10	436.40	436.70	437.00	437.30	437.60	437.90	438.20	438.50	438.80	439.10	439.40	439.70	440.00	440.30	440.60	440.90	441.20	441.50	441.80	442.10	442.40	442.70	443.00	443.30	443.60	443.90	444.20	444.50	444.80	445.10	445.40	445.70	446.00	446.30	446.60	446.90	447.20	447.50	447.80	448.10	448.40	448.70	449.00	449.30	449.60	449.90	450.20	450.50	450.80	451.10	451.40	451.70	452.00	452.30	452.60	452.90	453.20	453.50	453.80	454.10	454.40	454.70	455.00	455.30	455.60	455.90	456.20	456.50	456.80	457.10	457.40	457.70	458.00	458.30	458.60	458.90	459.20	459.50	459.80	460.10	460.40	460.70	461.00	461.30	461.60	461.90	462.20	462.50	462.80	463.10	463.40	463.70	464.00	464.30	464.60	464.90	465.20	465.50	465.80	466.10	466.40	466.70	467.00	467.30	467.60	467.90	468.20	468.50	468.80	469.10	469.40	469.70	470.00	470.30	470.60	470.90	471.20	471.50	471.80	472.10	472.40	472.70	473.00	473.30	473.60	473.90	474.20	474.50	474.80	475.10	475.40	475.70	476.00	476.30	476.60	476.90	477.20	477.50	477.80	478.10	478.40	478.70	479.00	479.30	479.60	479.90	480.20	480.50	480.80	481.10	481.40	481.70	482.00	482.30	482.60	482.90	483.20	483.50	483.80	484.10	484.40	484.70	485.00	485.30	485.60	485.90	486.20	486.50	486.80	487.10	487.40	487.70	488.00	488.30	488.60	488.90	489.20	489.50	489.80	490.10	490.40	490.70	491.00	491.30	491.60	491.90	492.20	492.50	492.80	493.10	493.40	493.70	494.00	494.30	494.60	494.90	495.20	495.50	495.80	496.10	496.40	496.70	497.00	497.30	497.60	497.90	498.20	498.50	498.80	499.10	499.40	499.70	500.00	500.30	500.60	500.90	501.20	501.50	501.80	502.10	502.40	502.70	5
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323.79	324.19	324.59	324.99	325.39	325.79	326.19	326.59	326.99	327.39	327.79	328.19	328.59	328.99	329.39	329.79	330.19	330.59	330.99	331.39	331.79	332.19	332.59	332.99	333.39	333.79	334.19	334.59	334.99	335.39	335.79	336.19	336.59	336.99	337.39	337.79	338.19	338.59
405	405	406	406	407	407	408	408	409	409	410	410	411	411	412	412	413	413	414	414	415	415	416	416	417	417	418	418	419	419	420	420	421	421	422	422	423	
349.79	350.19	350.59	350.99	351.39	351.79	352.19	352.59	352.99	353.39	353.79	354.19	354.59	354.99	355.39	355.79	356.19	356.59	356.99	357.39	357.79	358.19	358.59	358.99	359.39	359.79	360.19	360.59	360.99	361.39	361.79	362.19	362.59	362.99	363.39	363.79	364.19	364.59
437	437	438	438	439	439	440	440	441	441	442	442	443	443	444	444	445	445	446	446	447	447	448	448	449	449	450	450	451	451	452	452	453	453	454	454	455	455
375.79	376.19	376.59	376.99	377.39	377.79	378.19	378.59	378.99	379.39	379.79	380.19	380.59	380.99	381.39	381.79	382.19	382.59	382.99	383.39	383.79	384.19	384.59	384.99	385.39	385.79	386.19	386.59	386.99	387.39	387.79	388.19	388.59	388.99	389.39	389.79	390.19	390.59
470	470	471	471	472	472	473	473	474	474	475	475	476	476	477	477	478	478	479	479	480	480	481	481	482	482	483	483	484	484	485	485	486	486	487	487	488	
401.79	402.19	402.59	402.99	403.39	403.79	404.19	404.59	404.99	405.39	405.79	406.19	406.59	406.99	407.39	407.79	408.19	408.59	408.99	409.39	409.79	410.19	410.59	410.99	411.39	411.79	412.19	412.59	412.99	413.39	413.79	414.19	414.59	414.99	415.39	415.79	416.19	416.59
502	502	503	503	504	504	505	505	506	506	507	507	508	508	509	509	510	510	511	511	512	512	513	513	514	514	515	515	516	516	517	517	518	518	519	519	520	520
427.79	428.19	428.59	428.99	429.39	429.79	430.19	430.59	430.99	431.39	431.79	432.19	432.59	432.99	433.39	433.79	434.19	434.59	434.99	435.39	435.79	436.19	436.59	436.99	437.39	437.79	438.19	438.59	438.99	439.39	439.79	440.19	440.59	440.99	441.39	441.79	442.19	442.59
535	535	536	536	537	537	538	538	539	539	540	540	541	541	542	542	543	543	544	544	545	545	546	546	547	547	548	548	549	549	550	550	551	551	552	552	553	
453.79	454.19	454.59	454.99	455.39	455.79	456.19	456.59	456.99	457.39	457.79	458.19	458.59	458.99	459.39	459.79	460.19	460.59	460.99	461.39	461.79	462.19	462.59	462.99	463.39	463.79	464.19	464.59	464.99	465.39	465.79	466.19	466.59	466.99	467.39	467.79	468.19	468.59
567	567	568	568	569	569	570	570	571	571	572	572	573	573	574	574	575	575	576	576	577	577	578	578	579	579	580	580	581	581	582	582	583	583	584	584	585	585

*Exceptions to Table of Rates.*

1. The following rates are hereby increased in the manner and to the extent shown below:

NOTE 4.—Where the rates to be increased on brick, cement, coal, coke, dolomite, lime, livestock, lumber, iron ore, plaster, sand, gravel, chert, slag, and stone, carloads, and on cotton in bales, are published as lettered commodity classes other than A, B, C, and D, in exceptions to Southern Classification, or in Alabama, Florida, Georgia, and Virginia Classifications, the specific increases shown below will also apply.

NOTE 5.—Where the rates (class or commodity) to be increased apply on grain, flour and other products of grain, including feed, animal or poultry, mixed or compounded, without animal products, in packages, any quantity, the minimum weight on shipments in carload quantities will be 30,000 pounds.

## COMMODITY.

Brick:		
Carload commodity rates on brick, except enameled or glazed other than salt glazed). See Note 4.	.....	Increase 2 cents per 100 lbs.
Cement:		
Carload commodity rates on cement See Note 4.	.....	Increase 2 cents per 100 lbs.
Chert:		
Carload commodity rates on chert See Note 4.	.....	Increase 1 cent per 100 lbs.
Cotton:		
Commodity rates on cotton in bales See Note 4.	.....	Increase 15 cents per 100 lbs.
Cotton Linters or Regins:		
Rates on cotton linters or regins.	.....	Apply increased cotton rates.
Coal:	Where the rate to be increased is in cents per ton.	
Carload commodity rates on coal See Note 4.	0 to 34.....	Increase 30c per ton 2,000 lbs.
	35 to 84.....	Increase 35c per ton 2,000 lbs.
	85 to 184.....	Increase 45c per ton 2,000 lbs.
	185 to 284.....	Increase 55c per ton 2,000 lbs.
	285 or higher.....	Increase 65c per ton 2,000 lbs.
Coke:		
Carload commodity rates on coke See Note 4.	0 to 34.....	Increase 30c per ton 2,000 lbs.
	35 to 84.....	Increase 40c per ton 2,000 lbs.
	85 to 184.....	Increase 55c per ton 2,000 lbs.
	185 to 284.....	Increase 75c per ton 2,000 lbs.
	285 or higher.....	Increase 90c per ton 2,000 lbs.
Dolomite:		
Carload commodity rates on dolomite See Note 4.	.....	Increase 1 cent per 100 lbs.
Grain and products of grain, including feed, animal or poultry, mixed or compounded, without animal products, rated classes C and D in Southern Classification No. 43, Agent J. E. Kirk's I. C. C. No. 22, Supplements thereto or reissues thereof:		
Rates (class or commodity) on wheat in carload quantities, whether published as carload rates or any quantity rates See Note 5.	Where the rate to be increased is 24 cents or less per 100 lbs. Where the rate to be increased exceeds 24 cents per 100 lbs.	Apply figures shown in column B, page 94. Increase 6 cents per 100 lbs.



## COMMODITY.

Rates (class or commodity) on grain (other than wheat) in carload quantities, whether published as carload rates or any quantity rates (See Note 5, page 100).	.....	Apply increased wheat rates.
Rates (class or commodity) on flour in carload quantities, whether published as carload rates or any quantity rates (See Note 5, page 100).	Where the rate to be increased is 24 cents or less per 100 lbs. Where the rate to be increased exceeds 24 cents per 100 lbs.	Apply figures shown in column B, page 4, except that the increased rates not to be less than the increased rates on wheat. Increase 6 cents per 100 pounds, except that the increased rates not to be less than the increased rates on wheat.
Rates (class or commodity) on products of grain (other than flour, including feed, animal or poultry, mixed or compounded, without animal products, in carload quantities, whether published as carload rates or any quantity rates (See Note 5, page 100).	Where the rate to be increased is 24 cents or less per 100 lbs. Where the rate to be increased exceeds 24 cents per 100 lbs.	Apply figures shown in column B, page 4, except that the increased rates not to be less than the increased rates on wheat. Increase 6 cents per 100 pounds, except that the increased rates not to be less than the increased rates on wheat.
Lime: Carload commodity rates on lime (See Note 4, page 100).	.....	Increase 1½ cents per 100 lbs.
	(a) Where the rate to be increased is 28 cents or less per 100 lbs.	Apply figures shown in column B, page 94.
	(b) Where the rate to be increased exceeds 28 cents per hundred lbs.	Increase 7 cents per 100 lbs.
Live Stock: Carload commodity rates (See Note 4, page 100).	(c) Where the rate to be increased is \$60.00 (6,000 cents) or less per car.	Apply figures shown in column B, page 95.
	(d) Where the rate to be increased exceeds \$60.00 (6,000 cents) per car.	When in cars of 36 ft., 6 in. or less in length, increase \$15.00 per car. When in cars of 38 ft., 6 in. and over 36 ft., 6 in. in length, increase \$15.75 per car, but not to exceed rates shown in column B, page 95. When in cars of 40 ft., 6 in. and over 38 ft., 6 in. in length, increase \$16.50 per car, but not to exceed rates shown in column B, page 94.
Lumber: Carload commodity rates on lumber and articles taking same rates or arbitraries over lumber rates; also other forest products, rates on which are not higher than on lumber (See Note 4, page 100, and Note 6, below).	Where the rate to be increased is 20 cents or less per 100 lbs. Where the rate to be increased exceeds 20 cents per 100 lbs.	Apply figures shown in column B, page 94. Increase 5 cents per 100 lbs.

NOTE 6.—The above applies to all rates on all articles covered by commodity lumber tariffs. It also applies to rates on the following wooden articles in carloads, where commodity rates thereon are published in other tariffs:

Agricultural implement material, in the rough.	Barrel material, viz.: Staves, heading and hoops.
Bark, tan.	Billets or blocks, round or split.

Blocks, paving, creosoted or not creosoted.	Mine Rollers.
Bolts or butts, viz.: Heading, shingle or	Piles or piling.
stave.	Poles, telegraph and telephone.
Box material.	Shingles.
Crate material.	Spokes, club turned.
Laths.	Ties, cross.
Logs.	Timber, N. O. S.
Lumber, rough or dressed.	Vehicle material, in the rough.
Mine Props.	

Ore, iron:		
Carload commodity rates on iron ore (See Note 4, page 100).	.....	Increase 30 cents per ton. 2,000 lbs.
Plaster:		
Carload commodity rates on plaster, including cement plaster (See Note 4, page 100).	.....	Increase 2 cents per 100 lbs.
Sand and Gravel:		
Carload commodity rates on sand and gravel (See Note 4, page 100).	.....	Increase 1 cent per 100 lbs.
Slag:		
Carload commodity rates on slag (See Note 4, page 100).	.....	Increase 1 cent per 100 lbs.
Stone:		
Carload commodity rates on stone (including marble and granite), artificial and natural, building and monumental, except carved, lettered, polished or traced (See Note 4, page 100).	.....	Increase 2 cents per 100 lbs.
Carload commodity rates on stone, broken, crushed, ground or pulverized (See Note 4, page 100).	.....	Increase 1 cent per 100 lbs.



# NORTH CAROLINA EXCEPTION SHEET NO. 2

## TO SOUTHERN CLASSIFICATION

SUPERSEDES NORTH CAROLINA EXCEPTION SHEET NO. 1.

APPLIES TO FREIGHT TRAFFIC BETWEEN POINTS WITHIN THE STATE OF NORTH CAROLINA. APPLICABLE TO ALL TRANSPORTATION COMPANIES.

SUBJECT TO CHANGE ON LEGAL NOTICE.

Issued April 25, 1917. Effective May 10, 1917.

### GENERAL RULES.

The reduced rates specified in this Exception Sheet will apply only on property shipped subject to the conditions of the carrier's bill of lading, shipper's attention being called thereto.

Property carried not subject to the conditions of the carrier's bill of lading will be at the carrier's liability, limited only as provided by common law and by the laws of North Carolina, in so far as they apply. Property thus carried will be charged ten (10) per cent higher (subject to minimum increase of one (1) cent per hundred pounds) than if shipped subject to the conditions of the carrier's bill of lading.

*Minimum Carload Weight.*—Unless otherwise specified herein, the minimum carload weight of all articles shown herein will be 20,000 pounds, or ten tons.

A carload of articles enumerated in Class P, except lumber and articles taking lumber rates, is 25,000 pounds; a carload of lumber and articles taking lumber rates under Class P is 24,000 pounds.

Where a carload minimum weight is specified in the Southern Classification or these exceptions, such minimum weight will apply, regardless of the length of the car used.

*Minimum Charge.*—The minimum charge on small shipments shall be for actual weight at the tariff rate, but not less than 25 cents for a haul over one road, or 30 cents for a joint haul over two roads, or 40 cents for joint haul over three or more roads.

*Estimated weights* to be used when actual weights cannot be ascertained.

	Per 1,000 feet
Short-leaf rough pine lumber, seasoned.....	3,300 lbs.
Rough spruce lumber, seasoned.....	2,600 lbs.
Rough spruce lumber, green.....	3,000 lbs.
	Weight.
Hoop poles, staves and headings, dry, car loaded to depth of 50 inches, per car.....	24,000 lbs.
Hoop poles, staves, and headings, green, car loaded to depth of 43 inches, per car.....	24,000 lbs.
Shingles, green, per 1,000.....	350 lbs.
Shingles, dry, per 1,000.....	300 lbs.
Laths, green, per 1,000.....	530 lbs.
Laths, dry, per 1,000.....	450 lbs.

	Weight.
Fence posts and rails and telegraph poles, per cord.....	2,500 lbs.
Lime, per bushel.....	80 lbs.
Coal, per bushel.....	80 lbs.
Coke, per bushel.....	40 lbs.
Portland cement, per barrel.....	400 lbs.
Other cements, per barrel.....	300 lbs.

*Extra Handling.*—The charge for handling extra heavy articles may be as follows:

Under 2,000 lbs., no charge for extra handling.

For 2,000 lbs. and under 3,000 lbs.....	\$ 3.00 for extra handling.
For 3,000 lbs. and under 4,000 lbs.....	5.00 for extra handling.
For 4,000 lbs. and under 5,000 lbs.....	7.00 for extra handling.
For 5,000 lbs. and under 6,000 lbs.....	8.00 for extra handling.
For 6,000 lbs. and under 7,000 lbs.....	10.00 for extra handling.
For 7,000 lbs. and over, in proportion.	

*Allowance for Weight of Standards, Strips, and Supports on Flat Cars  
Loaded With Lumber.*

Allowance for weight of standards, strips, and supports on flat cars loaded with lumber shall be as follows:

(a) Allowance of 500 lbs. per car will be made for weight of standards, strips, and supports on carload shipments of *lumber loaded on flat or gondola cars*, but in no case must less than the minimum carload weight specified in tariffs be charged for on each car.

(b) In computing freight charges under this rule agents will deduct 500 lbs. from the gross weight of each carload; then subtract the tare weight (the weight of car), and extend freight charges on basis of remainder, which is the net weight, subject to the *minimum carload weight* specified in tariffs.

*Rule to Prevent Overloading of Cars With Forest Products.*

Cars containing lumber and articles taking lumber rates may be loaded in excess of the marked capacity to the extent of ten per cent of the said marked capacity, and cars so loaded will be charged for at the regular carload rating, but if the weight in excess of marked capacity of car exceeds ten per cent of said marked capacity the transportation company may decline to accept same for transportation until the load has been lightened to conform to the rule as above.

In order to arrive at weights, it will be the duty of shippers to furnish transportation companies information as to the contents of cars, the quantity, kind, dimension, and condition (whether green or dry), so that an estimate can be made by use of the classification giving estimated weights.

This rule applies only at points where scale weights are unobtainable.

*Reduced Rates on Returned Shipments.*

Shipments of freight moving between points in North Carolina, except articles classified First Class or higher, which are not delivered at destination shall be returned between points in this State at one-half of the rate applying



to the reverse direction, provided that the full amount of freight charges in both directions shall have been paid or guaranteed by owners, and provided further that such return is made within ninety days of arrival at destination. Billing for return shipment must show proper reference to the original billing. The foregoing shall not apply on machinery, agricultural implements or other articles returned for repairs: *Provided, however,* that the above rule shall not operate to reduce the minimum charge on single shipments.

*Estimated Weights on Live Stock, L. C. L.*

	Weight each.
One horse, mule, or horned animal.....	2,000 lbs.
Two horses, mules, or horned animals.....	3,500 lbs.
Each additional horse, mule, or horned animal.....	1,000 lbs.
Stallions, jacks, and bulls.....	3,000 lbs.
Yearling cattle .....	1,000 lbs.
Calves, sheep and goats.....	175 lbs.
Calves and sheep, in lots of five or more, crated, actual weight, but not less than.....	150 lbs.
Lambs and kids, crated, actual weight, but not less than.....	100 lbs.
Lambs, in lots of five or more, crated, actual weight, but not less than .....	75 lbs.
Hogs, for market, crated, actual weight, but not less than.....	350 lbs.
Pigs and stock hogs, crated, actual weight, but not less than....	125 lbs.
Pigs, hogs, sheep, crated, actual weight, but not less than.....	Actual weight
Donkeys, colts, and ponies, crated, each, actual weight, but not less than .....	1,000 lbs.

Race horses, stallions, jacks, bulls and other high-priced animals, when shippers are not willing to have the same transported at valuations as per classification, will be taken only at the following rates on valuation given:

Value from \$150 to \$400, add to regular rate 30 per cent.  
 Value from \$400 to \$600, add to regular rate 40 per cent.  
 Value from \$600 to \$800, add to regular rate 60 per cent.  
 Value from \$800 to \$1,000 add to regular rate 100 per cent.  
 Over \$1,000, subject to special rate by contract.

Sucking calves accompanying cows will be charged for at rate for single calves.

Sucking colts accompanying mares will be charged for at double the rate for single calves.

The word "calves" used in these rules and regulations applies only to calves under twelve months old; and the words "yearling cattle" to cattle over twelve months and under eighteen months old.

One, two, or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock to care for the same; four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents, or attendants.

Rates named in tariffs applying between points in North Carolina are governed by the Southern Classification, with the exceptions contained herein.

*Explanation of Characters.*

1 stands for First Class.  
2 stands for Second Class.  
3 stands for Third Class.  
4 stands for Fourth Class.  
5 stands for Fifth Class.  
6 stands for Sixth Class.  
1½ stands for 1½ Times First Class.  
D 1 stands for Double First Class.  
T 1 stands for Three Times First Class.  
4 T 1 stands for Four Times First Class.

S stands for Special.  
S. U. stands for Set Up.  
L. C. L. stands for Less Than Car-load.  
C. L. stands for Car-load.  
N. O. S. stands for Not Otherwise Specified.  
K. D. stands for Knocked Down.  
O. R. B. stands for Owner's Risk of Breakage.  
O. R. L. stands for Owner's Risk of Leakage.  
O. R. C. stands for Owner's Risk of Chafing

A, B, C, D, E, F, H, J, K, L, M, N, O, and P stand for Classes A, B, C, D, E, F, H, J, K, L, M, N, O, and P, respectively.

A	Class if Released		Class if Released
Acid Phosphate and Dissolved Bone; same as Fertilizer.		Aluminum Alloy Metal, in boxes or crates, L. C. L.	4
Acids (see Rule 39, So. Classificn.), viz.:		Same, C. L.	5
Acetic, glacial or liquid, in carboys, L. C. L.	2	Aluminum, chloride of (liquid), in barrels or carboys, C. L.	5
Carbolic, in glass or earthenware, packed	3	Ammonia, viz.:	
Carbonic, in iron drums, C. L.	6	Aqua, in glass, packed	4
Agricultural Implements, C. L., owners to load and unload, viz.:		Aqua, in iron casks	5
Beams, Plow, in bds.	A	Antimony, metal	4
Handles, Plow, boxed, crated, or in bds	P	Apples; see Fruit.	
Elevators, for cotton, manufactured of iron and wood, K. D.	4	Argol, in boxes, barrels, or casks	4
Agricultural Implements, L. C. L.:		Arsenic, crude, in kegs, boxes, or barrels	3
Cotton Choppers; same as Cultivators.		Asbestos Products, viz.:	
Cultivators, K. D., packed	4	Fire Felt Pipe Covering, in sections or sheets, boxed or crated, L. C. L.	5
Diggers, potato; same as Plows, N.O.S.		Fire Felt Pipe Covering, C. L.	6
Drills (two-horse), grain, S. U.	1	Mill Board; same as Packing.	
Forks, hay and manure, in bundles	3	Molded Sectional Covering Pipe, in crates or boxes, L. C. L.	5
Harrows, of all kinds, and Harrow Frames	4	Same, C. L.	6
Harvesters and Pickers, cotton	1	Packing, pipe, in reels, rolls, or cases, L. C. L.	4
Machines, smut	3	Same, C. L.	5
Manure Spreaders, S. U.	1	Roof Coating, in kegs, kits, or barrels, value limited to 20 cents per gallon, L. C. L.	5
Mills, Sorghum	4	Same, C. L.	6
Mowing and Reaping Machines, Binders and Harvesters, whether combined or separated, S. U.	1	Roofing, in rolls, crated or in cases, any quantity N. O. S., L. C. L.	4
Planters, potato; same as Plows.		Same, C. L.	5
Plow Handles, boxed, crated, or in bundles	A	Ashes, cotton seed; same as Fertilizer.	
Plow Beams, in bundles	A	Ashes, tan-bark; same as Fertilizer.	
Plow Parts, iron; see Iron and Steel Articles.		Asphaltum, packed, C. L.	A
Plow Singletrees	5		
Plows, gang and sulky, K. D.	4		
Plows, N. O. S., set up	2		
Same, K. D.	4		
Presses, cider	4		
Presses, hay and cotton, K. D.	4		
Rakes, hand, in bundles	3		
Rakes, horse, S. U.	1		
Same, K. D., packed	3		
Scythes, in bundles	2		
Tedders, horse; same as Rakes, horse.			
Wheels, agricultural implement, iron	5		
Wood, in shape for implements, N. O. S., boxed, crated, or in bundles	4		
Alcohol, wood, in wood	4		
Ale, Beer, Porter, and Coca-Cola Packages, empty, returned, will take same rate in any quantity as applies on Coca-Cola, car-load, in the same class of package in the reverse direction. The rate not to be higher in any case than on new packages.			
Alum, lump or ground, in barrels or casks	6		
Alum, N. O. S.	4		

B

Backbands, made of cotton webbing; see Dry Goods.	
Bags, viz.:	
Burlap or gunny	6
Cotton	5
Paper	6
Bags, second-hand, empty, returned, cement, clay, grain, fertilizer, plaster, and cotton-seed meal, made of cotton, burlap, gunny, or jute, in bundles	A
Bananas; see Fruit.	
Bark, viz.:	
Ground, in bags	A
Tan, packed, L. C. L., 20 per cent higher than Class K.	
Tan, C. L., minimum when cars of 36 feet in length or over are used, 24,000 lbs.; cars under 36 feet in length, 20,000 lbs.; same as Lumber, common.	
Bark Extract, for tanning only, C. L.	6
Barns, tobacco, material, wooden, L. C. L.	
Same, C. L.	A



	<i>Class if Released</i>		<i>Class if Released</i>
Barrel Material (cooperage stock), lumber rates.		Box Material or Shooks, wooden, for the manufacture of packing cases or crates (not including cigar box material); same as Common Lumber.	
Barrels, half-barrels, and kegs, empty, viz.:		Boxes, empty, viz.:	
Water, molasses, oil, turpentine, tar, and vinegar, kraut, pickle, coca-cola, cider, lard, and whiskey, estimated weight 75 lbs. each, L. C. L.-----	5	Packing cases or crates returned which were originally filled with paper boxes for knitting factory products, L. C. L.-----	4
Ale and Beer; estimated weights; barrels, 100 lbs.; half-barrels, 50 lbs.; kegs and quarter-barrels, 30 lbs.; eighth-barrels, 20 lbs.-----	E 6	Paper nested (two or more), packed in wooden boxes or crates, L. C. L.-----	2
N. O. S., C. L., min. wt. 10,000 lbs.-----	6	Paper, not nested, packed, L. C. L.-----	1½
Barrels, empty, returned, viz.:		Paper, folding, K. D., packed, L. C. L.-----	3
Bark Extract, returned over same route as forwarded filled, prepaid, L. C. L.-----	4	Paper, packed, C. L., min. wt. 8,000 lbs.-----	4
Same, C. L., min. wt. 10,000 lbs.-----	6	Refrigerator Boxes, L. C. L.-----	4
Barrels or Tierces, lard, returned by same route as forwarded filled, L. C. L.-----	4	Brass, viz.:	
Same, C. L., min. wt. 10,000 lbs.-----	6	Scrap, packed.-----	5
Baskets, viz.:		Brick, to be charged for at actual weight, viz.:	
Cotton, folding (wooden rim with bur-lap body), viz.:		Bath.-----	5
Set up, nested, L. C. L.-----	1	Common, in barrels, boxes or crates, with or without tops, less car-load (see Note), 20 per cent higher than car-load.	
K. D., packed or in bundles, L. C. L.-----	5	NOTE.—Shipments of common brick will be accepted loose, owners to load and unload, only when in quantities of 20,000 pounds or over: <i>Provided</i> , that shipments may be accepted in quantities of less than 20,000 pounds and charged for at weight of 20,000 pounds.	
Set up or K. D., packed or in bundles, C. L.-----	6	Fire and Vitrified, C. L.-----	O
Tobacco, wood splint, without tops or handles, nested, in bundles of not less than three baskets, L. C. L.-----	2	Brick, hollow, and Tile, building and roofing, in straight or mixed C. L., min. wt. 30,000 lbs.-----	K
Batting, cotton, viz.:		Brimstone (sulphur), same as Fertilizer when for use as fertilizer.	
Pressed in bales or packed and covered. N. O. S.-----	4	In barrels, L. C. L.-----	5
Beans, viz.:		Broomcorn, compressed, L. C. L.-----	3
Castor, dry, in barrels or sacks.-----	5	Broomcorn, C. L., min. wt. 12,000 lbs.-----	5
N. O. S., dried, in barrels and sacks.-----	5	Broomcorn and Broom Handles, mixed C. L., min. wt. 20,000 lbs.-----	6
Velvet or Soja; same as Cow Peas.		Building Material, wooden, consisting of Lumber, rough or dressed, Laths, Shingles, Window and Door Frames, Sash (glazed or not glazed), Doors (glazed or not glazed), Blinds (glazed or not glazed), Carpenter's Mouldings, Balusters, Baseboards, Casings, Porch Columns, Newels, Stairwork or Wainscoting, mixed C. L., min. wt. 20,000 lbs. (see Note).-----	O
Bee-hives, K. D., crated.-----	6	NOTE.—The above classification will not apply on straight or mixed car-loads of sash, doors, and blinds only.	
Belting, viz.:		Bulbs, flower, L. C. L.-----	2
Cotton, in rolls or boxed or crated.-----	4	Same, C. L.-----	4
Rubber.-----	3	Burlaps (not burlap bags, for which see Bags).-----	6
Blacking, harness, shoe, and stove, in glass, packed.-----	3	Butter (in common or refrigerator cars), viz.:	
Blacking, harness, shoe, and stove, except in glass, packed.-----	4	In cans, boxed or crated.-----	3
Blinds, Doors, and Frames, L. C. L.-----	4	In cans, N. O. S.-----	2
Same, C. L., min. wt. 20,000 lbs.-----	6	In kegs, firkins, buckets, pails, and tubs	3
Blocks, viz.:		Butterine and Oleomargarine; same as Butter.	
Butchers, wooden.-----	5		
Concrete Building, L. C. L.-----	K		
Same, C. L.-----	P		
Bluestone or Blue Vitriol, N. O. S., in barrels or casks.-----	5		
Boats, viz.:			
Common, wooden, L. C. L.-----	D 1		
Common, wooden, when flat cars are required, C. L.-----	5		
Row, when flat car is required, min. wt. 10,000 lbs.-----	2		
Row, when two flat cars are required, min. wt. 10,000 lbs. to each car.-----	2		
Row, C. L., min. wt. 20,000 lbs.-----	3		
Steam Yachts, min. wt. 10,000 lbs.-----	2		
Entirely taken apart and K. D. flat, crated or boxed, L. C. L.-----	1		
Same, C. L., min. wt. 16,000 lbs.-----	3		
Bobbin or Spool Heads, in sacks or packed in boxes 2 feet by 2 feet by 4 feet.-----	A		
Bobbins or Spools, complete, packed.-----	5		
Boiler Compounds.-----	4		
Bones, Rags, and Scrap Iron, mixed C. L., 20000 lbs. minimum.-----	A		
Bowling Alleys, in bundles, crates, or boxes, L. C. L.-----	4		
Same, C. L.-----	6		

	<i>Class if Released</i>		<i>Class if Released</i>
Cans, empty, viz.:		Coffin Stock, wooden, K. D., manu-	
Fruit, entirely boxed or crated, L. C. L.	3	factured of pine, poplar, or other	
Lard, entirely boxed or crated, L. C. L.	3	common woods, dressed, but not	
Meat, tin (used for packing meats),		further finished, in crates or bun-	
when returned.....	4	dles, L. C. L.....	6
Roving, leatheroid, fiber, paper, or tin,		Same, C. L.....	A
for cotton or woolen mills, in		Coke; apply Coal rates.	
straight C. L., or with mixed C. L.		Confectionery, viz.:	
of cotton or woolen mill machin-		Candy, value limited to 20 cents per	
ery, min. wt. 20,000 lbs.....	6	pound, and so expressed in bill of	
Carpeting, viz.:		lading.....	4
Wood, unfinished, in bundles, 36 inches		Candy, valued limited to 6 cents per	
long or under, L. C. L.....	4	pound, and so expressed in bill of	
Same, C. L.....	6	lading.....	5
Wood, N. O. S., in boxes or crates, L.		Cooperage Stock; Lumber Rates.	
C. L.....	3	Copper, scrap, packed.....	5
Wood, N. O. S., C. L.....	5	Copper, sulphate of; same as Blue Stone.	
Cartridges, metallic or paper (not high		Copperas, in barrels or casks.....	6
explosives), boxed, C. L.....	5	Cornices and Ornamental Work for	
Casings; Lumber rates.		Buildings, made of sheet or stamped	
Ceiling, wooden; Lumber rates.		metal, plain, galvanized or painted,	
Cellulose, in boxes or sacks, L. C. L.....	1	viz.:	
Same, C. L., min. wt. 20,000 lbs.....	4	Box or crated, L. C. L.....	1
Cement, viz.:		Boxed or crated or loose, C. L., min.	
N. O. S., in barrels or sacks, L. C. L., 20		wt. 10,000 lbs.....	2
per cent higher than C. L. rate.		Corundum, crude, in casks, barrels, or	
Cement, in bags, actual weight; in		sacks, value limited to 4 cents per	
barrels, estimated weight: Port-		pound, C. L.; same as Iron, special.	
land, 400 lbs.; N. O. S., 300 lbs.; per		Cotton, viz.:	
barrel, car-loads, 40,000 pounds		Cotton, in the boll, in bags or in bulk,	
minimum.....	K	C. L. min. wt. 20,000 lbs. Dec. 22 '17	6
Cement, in bags or barrels, and Lime,		Same, in bags, L. C. L.....	3
in barrels, mixed, C. L., min. wt.		Unginned, packed in bags, 2,000 lbs.	
40,000 lbs.; same as Cement, C. L.		and over, L. C. L.....	5
(Amended Jan. 5, 1918).		N. O. S., in bales; see Special rates.	
Plaster; same as Cement.		Cotton Factory Products Samples, in	
Roofing; see Roofing.		boxes or tablets.....	2
Charcoal, viz.:		Cotton Goods. See Dry Goods.	
Charcoal, C. L., min. wt. 24,000 lbs.....	L	Cotton-seed Hulls and Meal, mixed, or	
In sacks, barrels or casks, L. C. L.....	A	in mixed car-loads, or in less than	
Cheese (in common or refrigerator cars)...	4	car-loads; same as Cotton-seed	
Chocolate, value limited to 20 cents per lb.	3	Meal.	
Churns, C. L., min. wt. 12,000 lbs.....	6	Cotton-seed Hulls, Meal, Ashes, and Oil	
Chutes and Tipples, coal, K. D., manu-		Cake; see Fertilizers.	
factured of iron and wood, L. C. L.	5	Cotton Sweepings, Motes or Card Strip-	
Same, C. L.....	6	pings in bales (refuse of cotton	
Cigarettes, viz.:		spinning factories, knitting mills,	
In wooden boxes, strapped or with end		or cotton-seed oil mills).....	A
rabbetted.....	2	Covers, viz.:	
In fiberboard or strawboard packages		Bottle, paper, straw, or wooden, packed	
(as described in Rule 9, Southern		or pressed in bales, L. C. L.....	3
Classification), with all flaps firmly		Same, C. L., min. wt. 12,000 lbs.....	6
glued and further sealed with paper		Crackers, L. C. L.....	4
sealing-strip covering the box		Crackers, C. L., min. wt. 15,000 lbs.....	5
where the outer flaps meet, or when		Cracker Meal and Dust; same as Crackers.	
secured as provided for in Note 1,		Creameries, packed or wrapped.....	3
page 86, Southern Classification		Cream Tartar, in boxes or kegs.....	2
No. 43 or reissues.....	2	Cream Tartar, in barrels or hogsheds...	3
In boxes, N. O. S.....	1½	Cross-arms, wooden; same as Lumber.	
Cigars, boxed and strapped, corded		Cross-ties; Lumber rates.	
and sealed, with cording passing			
through each and every board and			
over each and every seam, in boxes	1		
Cinders, Coal, C. L.....	P		
Clay, viz.:			
Burnishing, packed.....	5		
Fire, L. C. L., packed.....	K		
Same, C. L.....	P		
N. O. S., in boxes, barrels, casks, or			
sacks, L. C. L.....	6		
N. O. S., C. L., same as Brick, fire, C. L.			
Clothes Props, boxed or crated, L. C. L.	4		
Same, C. L., min. wt. 12,000 lbs.....	6		
Coal and Coke, in boxes, barrels, casks,			
or sacks, L. C. L.....	K		
Coal Tar, in barrels, L. C. L.....	A		
Coal Tar, C. L.....	K		
Coffee, green, double sacks.....	6		

## D

Decoy Ducks, wooden, in crates or cases.	3
Same, canvas.....	1
Dental Goods, L. C. L.....	1
Same, C. L.....	3
Dextrine, in barrels, L. C. L.....	4
Dressing, belt, in wood or in cans, boxed.	4
Dry Goods, viz.:	
Cotton Factory Products, in the origi-	
nal piece, made wholly of cotton,	
in bales, O. R. of chafing, or packed	
in rolls covered with burlap, or in	
boxes, viz.: Backbands made of	
cotton webbing, Calicoes, Cam-	
brics, glazed; Canton Flannels,	
plain or dyed; Canvas, Cottonades,	
Checks, domestic; Cheviots, do-	
mestic; Cotton Bags, Cotton Bag-	



	<i>Class if Released</i>		<i>Class if Released</i>
<b>Dry Goods—Continued.</b>		<b>Fish—Continued.</b>	
ging (including brown cotton bag- ging), Cotton Towels, Cotton Waste, Crash, linen or cotton; Denims, Drills, Duck, Gingham, domestic; Jeans; Jeans, corset; Kerseys, Osnaburgs, Plaids, Rope, Sack Material, Sheetings, bleached or brown; Shirting, Silesia, Stripes, domestic; Teazle Cloth, Tickings, Twine, Warp, Webbing, backband; Wicking.....	5	Dry, salted, packed, N. O. S.....	5
Same, unless conditions above named are complied with; same as Dry Goods, N. O. S.		Dry, salted, in boxes, value limited to 5 cents per pound.....	6
Yarn, Cotton, on beams, wrapped, owner's risk of damage to beam heads, and so stated in bill of lading.....	5	Fresh, packed, collect, freight guaran- teed by shipper, L. C. L.....	2
Yarn, Cotton, in bales or boxes or on beams wrapped and in boxes or crates.....	5	Fresh, at O. R., in refrigerator cars, C. L. min. wt. 24,000 lbs., 5 cents per 100 lbs. higher than Class B.	
Felts, cotton (not batting), in bales.....	5	Pickled or salted, in barrels, half- barrels, kegs, or kits.....	6
Hosiery, cotton.....	5	Fittings, iron pipe; see Iron and Steel Articles.	
Jute Canvas, when specific name of article and name of shipper are plainly marked on outside of pack- age, and stated in shipping receipt or bill of lading, in bales, O. R. C., or in boxes.....	5	Flooring; Lumber rates.	
E		Flour, viz.:	
Embalming Fluid, in glass or jugs, packed.....	1	N. O. S., in sacks, O. R. of wet and waste, estimated weight in one- half-barrel sacks, 98 lbs.; in one- fourth-barrel sacks, 49 lbs.; in one- eighth-barrel sacks, 24½ lbs.; except that when actual weight is clearly shown to be less, only actual weight is to be charged for. Shipments of flour in any except usual size sacks as named above, in all cases to be charged for at actual weight. Bills of lading and way-bills must show number of sacks of each weight contained in shipment.....	C
Same, in barrels or kegs.....	4	Foil, Lead or Tin, or Lead and Tin com- bined, with or without paper back, in boxes, C. L. min. wt. 30,000 lbs. (May 5, 1918).....	4
Envelopes, packed.....	2	Food Preservative, packed.....	3
Excelsior, pressed in bales, C. L. min. wt. 20,000 lbs.; Class O plus 10 per cent.		Forges, portable.....	3
F		Freezers, ice-cream.....	3
Fertilizer Material, viz.:		Fruit, in cans, boxed, L. C. L.....	4
Ammonia, sulphate of; Blood, dried; Bones; Castor Pomace, in bags; Potash, muriate of; Potash, sul- phate of; Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or in bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer. Same, L. C. L.; Fertilizer rates.		Same, C. L.....	5
Fertilizer, C. L., min. wt. 24,000 lbs.:		Fruit, dried, L. C. L. viz.:	
Fertilizers.—This term embraces the following and like articles: Am- monia sulphate, bone black, bones, ground or dissolved; castor pomace, or fish scrap, guanos, altovella, fish, Navassa, Navassa lump, Peruvian soluble Pacific, nitrate cake, plaster of Paris; potash, German salts of, muriate of, sulphate of; salt, cake, lump, and ground phosphate; soda, nitrate of and sulphate of; tank stuff. For additional articles tak- ing Fertilizer rates, see Southern Classification.		Apples.....	4
Fertilizers, L. C. L., packed, 20 per cent higher than car-load.		Berries, N. O. S.....	4
Fiber, viz.:		Currants.....	3
Palmetto, pressed in bales, L. C. L.....	6	Peaches.....	4
Plastering, hair or wood, pressed in bales or in bags compressed in bundles, C. L.....	6	Pears; same as Apples.	
L. C. L., 20 per cent higher than car- load.		N. O. S.....	3
Fish, viz.:		Fruit, dried, C. L., min. wt. 24,000 lbs...	6
In cans, boxed, L. C. L.....	4	Fruit, green, viz.:	
Same, C. L.....	5	Apples, in bags, barrels, boxes or crates, L. C. L. (Oct. 13, 1917).....	5
		Apples.—Mixed C. L. of Apples, Beets, Cabbage, Onions, Potatoes, and Turnips may be taken at the same rate as straight C. L. of either article.	
		Bananas, loose or in paper sacks, lots less than 2,000 lbs. prepaid.....	1½
		Bananas, loose or in paper sacks, lots of 2,000 lbs. or over, but less than 10,000 lbs., prepaid.....	1
		Bananas, loose or in paper sacks, lots of 10,000 lbs. or over, prepaid or guaranteed, L. C. L.....	2
		Blackberries and Dewberries, packed, for wine purposes, C. L., minimum 24,000 lbs.....	6
		Same, L. C. L.....	5
		Berries, N. O. S., prepaid.....	1
		Cranberries.....	3
		Grapes, L. C. L., prepaid.....	1
		Grapes, in casks or barrels, for wine purposes, L. C. L.....	5
		Grapes, in casks or barrels, for wine purposes, C. L., min. wt. 24,000 lbs.	6
		Lemons.....	2
		Oranges, packed in cylindrical orange boxes, 20 per cent higher than rate charged for oranges packed in boxes of standard size and shape.	
		Oranges, N. O. S.....	2
		Furnaces, viz.:	
		Clay, pail-shaped, loose, L. C. L.....	6
		Clay, pail-shaped, released, C. L.; same as Brick, fire, C. L.	

	<i>Class if Released</i>		<i>Class if Released</i>
Furniture, N. O. S., in the white; same as Finished Furniture.		Furniture—Continued.	
Furniture, C. L., viz.:		Furniture, Store, C. L., viz.:	
Chairs, finished, K. D., C. L., min. wt. 20,000 lbs.	5	Counters and Shelving (not glass), knocked down, C. L., min. 20,000 lbs.	4
Chairs, in the white, K. D., C. L., min. wt. 20,000 lbs.	6	Fixtures, store, as described pages 234 and 235 of Southern Classification No. 43 or reissues.	
Chairs, Settees, and Stools, N. O. S., C. L., min. wt. 8,000 lbs.	4	C. L., 12,000 lbs. min.	3
Chair Stuff or Stock, N. O. S., parts not joined together, in the rough, or in the white, min. wt. 20,000 lbs.	6	Same, L. C. L.	1
Chair Stock, wood, viz.: Bent arms, in crates or bundles, brace arms, in sacks, in the rough, any quantity.	A	Mattresses, shuck, excelsior, straw, cotton, or shoddy.	3
Refrigerators and Ice Chests, stained, min. wt. 12,000 lbs.	4	Poles and Rods, curtain, viz.:	
Safes or Cabinets, meat or kitchen, K. D. or S. U., C. L., 12,000 lbs. min.	4	In the rough, in boxes, crates, or bundles, L. C. L.	4
N. O. S., min. wt. 12,000 lbs.	4	Same, C. L., min. wt. 12,000 lbs.	6
Furniture, all kinds, finished or in the white, taking Fourth Class or lower when in straight car-load; in mixed car-load, 12,000 lbs. min.	4	In the white, L. C. L.	4
Furniture, L. C. L., viz.:		Same, packed or in rolls, strapped or securely tied in bundles (C. L. shipments may be taken loose).	A
Bedsteads, folding, crated or boxed.	2	Refrigerator or Cooling-room Material in complete sets, K. D., min. wt. 15,000 lbs. each.	4
Bedsteads, N. O. S., wrapped or crated	3	Springs, bed and furniture, compressed and packed in barrels, casks, or boxes.	3
Bureaus and Chiffoniers, wrapped or crated.	3	Springs, bed, spiral or coil, compressed and crated.	3
Cabinets, kitchen, tin; same as Safes, kitchen.		Stands or Racks, music, viz.:	
Chairs, and reclining, upholstered, S. U.	1½	Bamboo, reed, or willow, crated or boxed.	1½
Chair Stock, wood, viz.: Bent arms in crates or bundles, brace arms in sacks, in the rough, any quantity.	A	Iron or wood, wrapped, crated or boxed, S. U.	1-
China Closets, wrapped, crated, or boxed.	1	Iron or wood, K. D. flat, wrapped, crated, or boxed.	3
Church Furniture, wrapped or crated, S. U.	1	Stands, revolving, display, wooden, viz.:	
Same, K. D.	3	Boxed or crated, S. U.	1
Cots, S. U.	2	Boxed or crated, K. D., shelves, caps, and bases taken off.	2
Cots, K. D. or folded.	3	Stools, Piano.	1
Cribs, K. D. or folded.	3	Table Rims (not veneered), packed or securely tied together.	A
Desks and Seats, school, S. U. or folded	3	Fustic, extract, in barrels or casks.	5
Same, K. D.	4		
Desks, N. O. S., wrapped or crated.	2	G	
Frames, bureau glass, in bundles.	2	Ginger, in bags.	3
Frames, lounge, S. U.	1	Ginseng.	1
Racks, hat, wrapped or crated, S. U.	1	Glass and Glassware, viz.:	
Same, K. D. or folded.	2	Battery Jars, C. L., min. wt. 20,000 lbs.	6
Refrigerators and Ice Chests, stained.	3	Bottles, viz.:	
Safes, pantry, meat or kitchen, S. U.	1	Common, packed, L. C. L.	4
Sofas, N. O. S., and tete-a-tetes, wrapped or crated.	1	Common, packed, C. L.	5
Stands, hall, wrapped or crated.	3	Common, packed, in bulk, C. L., min. wt. 20,000 lbs.	5
Tables, wrapped or crated, S. U.	1	Carboys, viz.:	
Tables, K. D. flat.	3	Empty, L. C. L.	3
Table Legs, Slides, Leaves, and Supports.	3	Empty, returned, C. L., wt. 15,000 lbs.	6
Wardrobes, wrapped or crated, S. U.	1	Cathedral, viz.:	
Same, K. D.	3	Rough, framed or leaded, in packages, O. R. B., L. C. L.	1
Washstands, wrapped or crated.	3	Colored, stained, decorated, enameled, ground, figured, or etched, L. C. L.	1
N. O. S., wrapped or crated, S. U.	1	Chimneys, C. L., min. wt. 16,000 lbs.	4
N. O. S., wrapped or crated or boxed, K. D.	3	Fruit Jars, common, packed, L. C. L.	4
Furniture not included in foregoing lists, viz.:		Same, C. L., min. wt. 20,000 lbs.	5
Bedsteads, iron or brass, C. L., min. wt. 12,000 lbs.	4	Glass, broken or cullett, in packages, C. L.	A
Bookcases, S. U., wrapped or crated.	1	Insulators, packed.	4
Chairs, wood, with cane, splint, rattan, reed, willow, bamboo, or solid wooden seats, whether manufactured of common or hardwood, S. U.	1	Mirrors, viz.:	
Same, K. D., boxed, crated, or wrapped in bundles.	2	Over 7 x 12 feet, packed; special contract.	
Chairs, barber, dental, or surgical, S. U., boxed or crated.	1½	Over 3 feet, not exceeding 7 x 12 feet, packed.	2
Chairs and Stepladder, combination, S. U.	1½	Three feet or under, packed.	3
Same, K. D., in bundles.	1	Showcases, entirely boxed (not taken unless entirely boxed).	1½
		Window Glass, viz.:	
		Common, 80 united inches in dimensions or under, L. C. L.	4
		Same, C. L.	5



	<i>Class if Released</i>		<i>Class if Released</i>
Glass and Glassware— <i>Continued.</i>		Household Goods and Old Furniture,	
Over 80 united inches in dimensions, L. C. L.....	3	viz.:.....	
Same, C. L.....	4	Household Goods and Old Furniture,	
NOTE.—“United inches” means the		well packed, value limited to \$5 per	
length and breadth of the package		100 lbs. in case of loss or damage,	
added together.		and so expressed in bill of lading,	
Glucose Refuse or Gluten Meal, when		L. C. L.....	4
shipped to fertilizer manufacturers.		Same, C. L., min. wt. 20,000 lbs.....	N
C. L.; same as Fertilizer.			
Glue, liquid, in glass, boxed.....	2	Household Goods and Old Furniture with	
Glycerine, in barrels or casks or iron		live stock:	
drums.....	4	Household Goods and Old Furniture,	
Grain, in bulk, C. L.....	D	with not exceeding five head of live	
Graphite, crude, C. L.....	P	stock, one attendant to have free	
Grate Bars (each shipment weighing 200		passage on same train as car (ship-	
lbs. or over, whether in one or more		per's option), value limited to \$5	
pieces).....	A	per 100 lbs. in case of loss or damage,	
Grates, parts of, viz.:.....		and so expressed in bill of lading,	
Baskets, packed.....	4	C. L., min. wt. 20,000 lbs.....	N
Fronts, Fenders, and Frames, loose.....	3	Houses, portable, L. C. L.....	4
Fronts, Fenders, and Frames, packed.....	4	Same, C. L.....	6
Gravel, C. L., min. wt. 40,000 lbs.; 40 per		Hulls, cotton-seed, in bulk, C. L.; see	
cent less than Class L.		Fertilizers.	
Gravestones; see Monuments.		Hulls, cotton-seed, in bags, barrels, or	
Grease, viz.:.....		casks; see Fertilizers.	
Axle, all kinds.....	6	Husks or Shucks, compressed in bales,	
N. O. S., in barrels or kegs.....	5	L. C. L.....	6
Grindstone Frames, with or without		Same, C. L., min. wt. 20,000 lbs.....	K
Grindstones, K. D. or tied in bun-			
dles, L. C. L.....	3	I	
Same, in straight C. L. or in mixed		Ice, prepaid or guaranteed, C. L., min.	
C. L. with Grindstones.....	6	wt. 20,000 lbs. (see Note). .....	L
Grindstones, L. C. L.....	6	NOTE.—With shipments of ice in C. L.	
Grindstones, not mounted, C. L.....	A	lots 1,000 lbs. of sawdust, chaff, or	
Grits, in bags; same as Cornmeal.		other packing will be allowed free.	
Gum, chewing.....	4	Ice, L. C. L., packed (or in quantities not	
		less than five tons, unpacked), pre-	
		paid or guaranteed; 25 per cent per	
		100 lbs. higher than C. L.	
H		Ink, viz.:.....	
Hair, cattle, for plastering, pressed in		Printing, in other than wooden vessels..	3
bales.....	4	Writing fluid, in glass or stone, boxed..	3
Handles, viz.:.....		Iron and Steel Articles, boxed or crated,	
Brooms, boxed, crated, or in bundles,		N. O. S.....	2
L. C. L.....	A	Iron and Steel Articles (not boxed or	
Brooms, C. L.....	P	crated unless so specified), viz.:.....	
Broom Handles and Broom Corn,		Blooms and Billets, steel, per ton of	
mixed C. L.; see Broom Corn.		2,240 lbs., C. L.; same as Pig Iron,	
N. O. S., boxed or crated, L. C. L.....	A	per ton of 2,268 lbs., C. L.	
N. O. S., C. L.....	P	Booths, viz.:.....	
Hay, Fodder, and Straw, pressed in		Voting, L. C. L.....	2
bales, L. C. L.....	6	Same, C. L.....	5
Same, in mixed C. L. with grain,		Boxes, safe-deposit, L. C. L.....	2
millstuff, bran, shorts, or shipstuff,		Boxes and Skeins, viz.:.....	
min. wt. 20,000 lbs.....	D	Wagon Axle, shipped on axles, said	
Heading and Heading Bolts; Lumber		axles loose or in bundles.....	6
rates.....		Brackets, shelf, steel, N. O. S., L. C. L....	4
Hemp, in bales.....	3	Same, C. L.....	5
Hemp Stalks, in bales or bundles.....	5	Brakes, wagon, packed in barrels, L.	
Hides, scrap (raw hide).....	6	C. L.....	5
Hides, viz.:.....		Car Spring Plates and Journal Box	
Hides, dry, C. L., min. wt. 20,000 lbs....	5	Lids.....	6
Skins, N. O. S., Furs and Peltries,		Castings, viz.:.....	
value limited to 25 cents per lb., in		In boxes, kegs, barrels, casks, or	
bags.....	1	crates (not machinery or sewing	
Same, pressed in bales.....	2	machines).....	5
Hods, Brick or Mortar, wooden, S. U.....	3	Unpacked (not machinery, parts	
Same, K. D.....	5	thereof), each piece weighing under	
Hogshead, tobacco, galvanized sheet-		200 lbs.....	5
iron, K. D., L. C. L.....	4	Ceiling, viz.:.....	
Same, C. L., min. wt. 10,000 lbs.....	6	In boxes, bundles, or rolls, O. R. of	
Hominy, in bags; same as Meal, corn.		wet and rust, L. C. L.....	5
Hominy, flake; same as Meal, oat.		Chain Belting, packed in casks or bar-	
Honey, viz.:.....		rels, value limited to 2 cents per lb....	6
In comb, boxed.....	3	Chain Belting, N. O. S., in boxes, bar-	
In glass or tin, boxed.....	3	rels, or kegs.....	5
In barrels or kegs.....	5	Chains, viz.:.....	
Hoofs and Horns, C. L.....	A	Cable.....	5
Hoop Poles; Lumber rates.		Loose.....	3
Hoop Splits; Lumber rates.		Covers, man-hole, packed and contents	
Hoops, N. O. S.; Lumber rates.		described, or in bundles, wired.....	5
Horses, stitching, crated, S. U.....	1		

	<i>Class if Released</i>
<b>Iron and Steel—Continued.</b>	
Dog Irons, cast, value limited to 2 cents per lb.; same as Castings.	
Fencing, expanded iron.	5
Fenders, for street cars, L. C. L.	3
Same, C. L.	6
Flue, iron; same as Sheet Iron.	
Forgings, in kegs, N. O. S.	5
Gutters, hanging, galvanized, not nested, L. C. L.	1
Hinges, in boxes, contents marked or stenciled thereon.	4
Hinges and Hooks, in kegs, barrels, or casks, contents marked or stenciled thereon.	5
Hods, brick or mortar, S. U.	3
Same, K. D.	5
Hydrants, Fire Plugs, and Water Gates, cast iron, L. C. L.	4
Ingot, steel; same as Blooms and Billets, steel.	
Iron, sulphate of, shipped to fertilizer factories; see Fertilizers.	
Kettles or Pans, large, cast iron.	4
Knuckles, steel parts of patent car couplers; see Special Iron.	
Lap Rings; see Special Iron.	
Lasts, shoe, in boxes or barrels, value limited to 2 cents per lb., contents described on packages.	5
Lathing, expanded iron.	5
Mangers or Hay Racks, viz.:	
Loose, L. C. L.	3
Wired in bundles or nested and crated, L. C. L.	4
Wired in bundles or nested and crated or loose, C. L., min. wt. 15,000 lbs.	5
Mantels, not packed.	3
Mantels, packed.	4
Moulds, ingot, crated.	6
Muck and Puddle Bar Iron, L. C. L.; same as Pig Iron, L. C. L.	
Muck and Puddle Bar Iron, per ton 2,240 lbs.; same as Pig Iron, per ton 2,268 lbs., C. L.	
Nails, viz.:	
In boxes (horse and mule shoe).	5
In kegs (finishing).	5
Picks, in bundles, barrels, or kegs; see Special Iron.	
Pig Iron, L. C. L.; 20 per cent higher than C. L.	
Pig Iron, C. L.	M
Pipe Joints or Fittings, consisting of Elbows, Traps, Tees, Crosses, Bushings, Plugs, Couplings and Caps (made entirely of iron, and without brass or other trimmings or fixtures) (see Note), packed or not packed, L. C. L.	6
Same, C. L.; see Special Iron.	
<b>NOTE.</b> —The above ratings will apply on Elbows, Traps, Tees and Crosses, with brass screw clean-out plugs or brass or bronze stay-rods.	
Rails, iron or steel, any quantity.	A
Safe Doors; same as Safes.	
Safes, viz.:	
Each weighing over 10,000 lbs. (Safes and Vaults).	1
Each weighing over 6,000 lbs. and not over 10,000 lbs.	2
Each weighing over 3,000 lbs. and not over 6,000 lbs.	3
Each weighing 3,000 lbs. or less.	4
Scrap Iron, packed or loose, C. L., min. wt. 30,000 lbs.	K
Same, unpacked, each piece weighing not less than 150 lbs., L. C. L.	A
Same, packed, L. C. L.	A

	<i>Class if Released</i>
<b>Iron and Steel—Continued.</b>	
<b>Sheet Iron, viz.:</b>	
Cut in strips for stove pipe, nested flat and crated.	6
Galvanized; same as Sheet Iron.	
Plain or Corrugated.	6
Sinks, unpacked, L. C. L.	3
Same, C. L.	5
Sinks, in barrels or boxes, L. C. L.	4
Same, C. L.	5
<b>Springs, viz.:</b>	
Carriage.	6
Seat (not wire).	6
Tacks, in kegs or barrels.	5
<b>Iron and Steel, Special, consisting of the following articles:</b>	
<b>NOTE.</b> —Commodity rates on "Special Iron" will apply on all articles enumerated in the following list. In the absence of commodity rates, Class A rates will apply.	
Architectural, consisting of Columns, Pedestals, Capitals, Saddles, Door and Window Jambs, Plates, Sills, Studding, Lintels, Rolled Beams, Angles, Channel Bars, Girders, and Tees or Zees.	A
Axles, car.	A
Axles, carriage or wagon, loose or wired together.	A
Bar, Band, Hoop, Rod, Plate (not planished or polished), Boiler, all unpacked.	A
Bar, steel, or steel bars polished or not polished, packed or unpacked.	A
Blooms and Billets, steel.	A
Bolts, Nuts, Rivets, and Washers, packed or in bags or bundles.	A
Boxes and Skeins, vehicle, in kegs, barrels, or casks, released.	A
Boxes and Skeins, wagon axle, loose, owners to load and unload, C. L.	A
Brake, Beams, iron.	A
Brake Shoes, packed or not packed.	A
Bridge Material.	A
Car Replacers, in bundles.	A
Castings (not machinery) or parts thereof, each piece weighing 200 lbs. or over, unpacked, O. R. B.	A
Castings or Forgings, parts of compresses, each piece weighing 2,000 lbs. or over, owners to load and unload.	A
Castings, C. L., viz.: Castings, rough, N. O. S. (not machinery nor parts thereof, nor sewing machines nor parts thereof, nor stove castings) packed in kegs, barrels, or loose.	A
Cattle Guards, wrought.	A
Chains, in barrels or casks, value limited to 2 cents per lb.	A
Chains, loose or in coils.	A
Couplers, or parts thereof, car, patent, loose, O.R. of wet, rust, or breakage.	A
Crowbars.	A
Draft Iron.	A
Elevator Weights.	A
Files, iron.	A
Fishbars, Fastenings, and Rail Braces.	A
Frogs, railroad.	A
Harrow Teeth, in kegs or barrels.	A
Jail Plate.	A
Kilns, lime, or parts thereof, manufactured of sheet or boiler iron, with cast-iron doors, door frames, grates, and floors, K. D., crated, boxed, or in bundles, released, C. L.	A
Lap Rings.	A
Links and Pins, railroad, in bundles, barrels, or casks.	A
Mattocks, in bundles, barrels, or kegs.	A
Nails and Spikes, in kegs, estimated weight 106 lbs. per keg.	A



	<i>Class if Released</i>		<i>Class if Released</i>
<b>Iron and Steel—Continued.</b>		<b>Knitting Factory Products, made wholly</b>	
Nails and Spikes, in double kegs, estimated weight 208 lbs. per keg.....	A	of cotton, in bales, O. R. C., or in boxes when specific name of article and shipper's name are plainly marked on outside of package and stated in receipt or bill of lading....	5
Nails, cement coated, in kegs.....	A	Kryolith, in casks or drums.....	6
Nails, wire, in kegs, estimated weight 106 lbs. per keg.....	A	<b>L</b>	
Nails, wire, in double kegs, estimated weight 208 lbs. per keg.....	A	Lampblack, in boxes, barrels, or casks...	3
Picks, in bundles, barrels, or kegs.....	A	Lard, in tin cans, not boxed.....	5
Pipe, cast, released.....	A	NOTE.—With shipments of lard no freight charges will be made for such an amount of ice as is necessary to preserve it in transit.	
Pipe, lined with cement, released.....	A	Laths; Lumber rates.	
Pipe Joints or Fittings, consisting of Elbows, Traps, Tees, Crosses, Bushings, Plugs, Couplings and Caps (made entirely of iron, and without brass or other trimmings or fixtures) (see Note under Pipe Fittings, L. C. L.), packed or not packed. C. L.....	A	Launches, gasoline and naphtha, C. L., min. wt. 10,000 lbs.....	2
Pipe Fittings, wired in bundles, C. L....	A	Lead, viz.:	
Pipe, wrought, released.....	A	In boxes.....	5
Plow Clevises, Couplers, Frogs, Heel Bolts, Moulds, or Plant Fenders (in bundles, or in kegs, barrels, or casks), Plates, Points, and Wings....	A	Bar or sheet.....	5
Plow Steel.....	A	Black, in kegs or barrels.....	5
Poles, electric light or railway.....	A	Glaziers', on reels, crated.....	4
Posts, fence, railroad.....	A	Red and White; same as Paints.	
Rust, iron.....	A	Sublimate of, in kegs, half-barrels, or barrels.....	5
Sadiron, in barrels or casks, released....	A	Lead Dross and Skimmings.....	6
Sadiron, in boxes, contents to be plainly marked on boxes, and contract to be made by shipper that no other articles shall be put in the boxes.....	A	Leather, in rolls or boxes, L. C. L.....	3
Sash Weights, unpacked.....	A	Same, C. L., min. wt. 20,000 lbs.....	4
Sawdust, iron, rusted.....	A	Leather Shoe Heels and Shoe Taps, in barrels.....	3
Shingle Bands, sheet iron, in bundles or packed in barrels.....	A	Leather Scraps, Shavings, or Skivings, in packages or bales (leather scraps will include trimmings cut from side leather or obtained in the manufacture of leather goods).....	A
Shoes, horse, mule, and ox, in kegs (estimated weight 106 lbs. per keg)	A	Licorice, in mass, boxed.....	4
Skelp Iron.....	A	Lime, viz.:	
Sledges, without handles, wired together.....	A	In casks or barrels, L. C. L.; 20 per cent higher than C. L.	
Splices, Switches, Switch Chairs, railroad.....	A	Acetate of, L. C. L.....	6
Stand Pipes, K. D.....	A	Same, C. L.; same as Fertilizers.	
Staples, fence, in barrels or kegs.....	A	Carbonate of, in barrels or casks; same as Lime.	
Timber Hangers.....	A	Chloride of, in barrels or casks.....	6
Tires, wagon.....	A	Chloride of, N. O. S.....	4
Trucks, car.....	A	In barrels, C. L., min. wt. 24,000 lbs., actual weight to be charged for; Class K less 10 per cent.	
Wheels, car.....	A	In barrels, and Cement in bags or barrels, mixed C. L., min. wt. 24,000 lbs.; same as Cement, C. L.	
Wire, fence, iron (not woven), on reels or in coils, loose or packed in barrels, O. R. of wet and rust.....	A	Slacked, for agricultural purposes, in bulk or bags; 20 per cent less than Fertilizers.	
NOTE.—On mixed car-loads of iron fence wire and nails the car-load rate on the highest classed article may be applied.		Lime Rock, ground; 20 per cent less than Fertilizer.	
<b>Tubs, viz.:</b>		Live Stock, subject to the following rules (see Estimated Weight under General Rules), viz.:	
Tubs, bath.....	3	Maximum Valuations of Live Stock Shipments:	
Tubs, galvanized iron, closely nested	3	Horses and Mules, each.....	\$ 75
Tubs and Buckets, galvanized, C. L. min. wt. 20,000 lbs.....	4	Mare and Colt, together.....	100
Tubs, wash or laundry, legs off.....	3	Jacks or Stallions, each.....	150
Urns.....	5	Cow and Calf, together.....	35
Vault Work, L. C. L.....	4	Domestic Horned Animals, each.....	30
Same, C. L.....	6	Calves, Hogs, or Sheep, each.....	5
Vises.....	4	Live Stock, C. L.....	N
<b>J</b>		Live Stock, L. C. L. (see rules governing weights).....	4
Jelly, powdered, packed in wood.....	4	Locks, viz.: Padlocks, rim-locks, value limited to \$2.50 per dozen.....	3
<b>K</b>		Locomotive Cabs, L. C. L., S. U., requiring flat or gondola car, min. wt. 4,000 each.....	1
Kainit, when shipped to fertilizer factories; see Fertilizer Material; when in less than 25-ton shipments, Fertilizer rates apply.		Logs; see Special Rates.	
		Lumber, common, rough, or dressed, C. L.....	P

	<i>Class if Released</i>		<i>Class if Released</i>
Lumber, common, rough, or dressed, L. C. L.; 20 per cent higher than Class K.		Marl, C. L., min. wt. 40,000 lbs.; 10 per cent higher than rate on Sand and Loam Soil.	
Lumber, hickory, dogwood, and per- simmon timber, round or split, C. L.; same as Lumber.		Marl or Green Sand, L. C. L. (not taken in bulk), 80 per cent of Fertilizer rate.	
Lumber for the manufacture of packing cases and tobacco box material, in shooks, bundles or plank, rough or dressed, C. L.; same as Lumber, C. L. (not to apply to cigar box material).		Mats, viz.: Door, wire, iron, steel, or rubber..... 2 Grass, hemp, hair, or cocoa..... 2 Old Oil Press, shipped from oil mills.... 6 Matting, N. O. S..... 2 Pine Fiber..... 6	
Lumber, mahogany, walnut, maple, cherry, and white pine, C. L..... Special		Meal, viz.: Corn, in barrels, actual weight of pack- age and contents to be charged for..... D Soy or Soja Bean; Fertilizer rates. Corn, N. O. S., except when in paper packages (see Note)..... D Note.—L. C. L. shipments of meal, in cloth bags, each package weighing less than 21 pounds, will not be accepted unless enclosed in burlap, jute, or duck bags. Bills of lading and way-bills for ship- ment of meal in bags must show number of bags of each size, weigh- ing 21 pounds or over, and the number of burlap, jute, or duck bags containing bags weighing less than 21 pounds, contained in the shipment. Cotton Seed; see Fertilizers. Flaxseed, L. C. L..... 3 Flaxseed, C. L..... D Linseed-oil Meal; same as Meal, cotton- seed; see Fertilizers.	
Machinery and Machines, C. L., owners to load and unload, viz.: Blowers, rotary, iron, min. wt. 20,000 lbs..... 6 Fans, exhaust; same as Blowers, rotary. Street Sweeping, S. U., requiring flat or gondola cars, min. wt. 5,000 lbs. each..... 5 Same, K. D. (brushes crated), loaded in box cars..... 5 N. O. S., all kinds, boilers, engines, or parts thereof, min. wt. 20,000 lbs.... 6 Machinery and Machines, L. C. L., viz.: Biscuit Machines, boxed or crated..... 3 Cotton and Woolen Mill Machinery, viz.: Beams, wooden, warp, cylinders, spools, bobbins, and shuttles, re- turned to be refilled..... 6 Bobbins, Shuttles, and Spools, wooden, packed Card Flats, re- turned to be reclothed or recovered Rollers, iron and steel, returned to be repaired or recovered, rating to apply in both directions..... 4 Engines and Machinery, hoisting..... 4 Grain Conveyors, iron tubes, in sec- tions 12 feet long or less, loose, or in crates or bundles..... 5 Mills, viz.: Barilla Bark..... 4 Cotton-seed Oil..... 4 Presses, viz.: Printing, S. U..... 1 Printing, not boxed, K. D..... 2 Pulleys..... 5 Pulley Wheels and Blocks, manufac- tured wholly of iron and so marked on package, wired in bundles..... 4 Range and Bath Boilers..... 3 Sawmills, carriages over 16 feet in length..... 3 Sawmills, carriages not over 16 feet in length..... 4 Tools, machinists' (planers, lathes, etc.) 3 Madder..... 3 Magnesite, crude, viz.: In boxes, or kegs, C. L..... 5 In barrels, bags, or casks, L. C. L..... 5 In bulk, C. L..... 6 Magnesium, chloride of, in barrels or casks..... 6 Manganese, crude..... P Manganese, packed, L. C. L.; 20 per cent higher than Class K. Manganese, released, value limited to \$18 per ton of 2,000 lbs., and so ex- pressed in the bill of lading; Special Iron rates. Marbles, in boxes or casks..... 4		Measures, wooden, C. L., min. wt. 12,000 lbs..... 6 Meats, all shipments to be charged at actual weight, viz.: Fresh, prepaid or collect, freight guar- anteed by shipper, L. C. L..... 3 Beef, canned, in boxes..... B Desiccated Meats..... 4 Pork, canned, in boxes..... B Sausage, fresh, prepaid or guaranteed... 4 Sausage, L. C. L..... 6 Sausage Casings, in barrels or kegs.... 4 Tongues, pickled, in barrels or kegs.... B Tripe..... B Melons, L. C. L., packed or loose, entirely at owner's risk, prepaid or guar- anteed..... 5 Melons, C. L., prepaid or guaranteed.... O Merry-go-rounds, O. R. B., K. D., with machinery for operating, 'C. L., min. wt. 20,000 lbs..... 5 Mica, viz.: Mica, scrap and ground, in bags or barrels, value limited to 6 cents per lb., C. L..... 6 Same, L. C. L..... 5 Milk, condensed, viz.: In boxes, kegs, half-barrels, or barrels, L. C. L..... 4 Same, C. L..... 5 In ten-gallon cans, not boxed..... 2 Molasses, viz.: Shipments of molasses will be accepted at an estimated weight of 12½ lbs., per gallon, including package, the gallonage to be taken from the marks on the barrel as stenciled by authorized gaugers. In cans, boxed, in kegs or kits..... 4 In barrels or hogheads..... 6 In tank cars; same as in barrels or hogs- heads. Marble and granite (other than Grave- stones, Tombstones, Monuments, or parts thereof).	



	Class if Released		Class if Released
<b>Marble and Granite—Continued.</b>		<b>Oils—Continued.</b>	
Blocks or slabs, marble, slate, granite, or stone, polished or card wholly or in part, in boxes or crates, L. C. L.-----	4	Creosote, in barrels or tanks, C. L.-----	6
Same, C. L., min. wt. 30,000 lbs.-----	6	Dead, of coal tar or creosote, in barrels or tanks, L. C. L.-----	4
Blocks or slabs, marble, slate, granite, or stone, rough quarried, not packed; also sawed, sand rubbed (or slushed), hammered or chiseled, boxed or crated, L. C. L.-----	A	Same, C. L.-----	6
Same, C. L., min. wt. 30,000 lbs.-----	P	Lard and Linseed, in barrels, actual weight, L. C. L.-----	4
Chips or cubes, rough or dressed for inlaid or mosaic tiling, L. C. L.-----	6	Lard and Linseed, in barrels or tanks, actual weight, C. L.-----	5
Same, C. L., min. wt. 30,000 lbs.-----	A	Lubricating, product of coal oil; same as Oil, coal.	
Crushed or rubble, in bulk, in bags or barrels, L. C. L.-----	6	Oil, Petroleum, and Petroleum Products (notes and estimated weights as per Southern Classification):	
In packages or in bulk, C. L., min. wt. 40,000 lbs.; 40 per cent less than Class L.		Coal Oil, Crude Oil, Distillates, Fuel Oil, Gas Oil, Grease (not axle), Kerosene Oil, Lubricating Oil (not axle grease), Miners' Oil, Paraffin Oil, Paraffin Wax, Refined Oil, Road Oil, Soap Oil, Transformer Oil, and Wood Oil, Benzine, Gaso- line, Naptha and Gas, Petroleum liquefied, viz.:	
<b>Monuments, Gravestones, and Tomb- stones, viz.:</b>		In cans, boxed, C. L.-----	4
Marble or Granite, not boxed, freight prepaid at option of initial carrier. D	1	In barrels, carrier's convenience, L. C. L.-----	*4
Dust, marble, L. C. L.-----	6	In barrels, C. L.-----	*6
Same, C. L., min. wt. 30,000 lbs.-----	A	In tank cars, C. L.-----	6
Dust, stone for street paving purposes (not crushed stone or marble dust), C. L.; same rates as on Cement, C. L.		In iron casks or drums, actual weight, L. C. L.-----	4
Marble or granite, all kinds, N. O. S.---	1	Same, C. L.-----	6
Marble, granite, cement or concrete, including parts of monuments, gravestones (lettered or not let- tered, but not sculptured), and not including statuary, in boxes or crates, L. C. L.-----	4	Outfits, graders' and contractors', L. C. L.	2
Same, C. L., wt. 30,000 lbs.-----	6	Outfits, contractors' or graders', such as carts, wheelbarrows, tackle, tools, etc., wired, C. L., with or without live stock	N
N. O. S., in boxes or crates-----	1	NOTE.—If attendant accompanies ship- ments, regular passenger rate to be charged.	
Metal, packed, value limited to \$300, prepaid at option of initial road or steamer-----	2	Artesian Well-diggers', C. L.-----	N
<b>Mouldings, carpenter's, without orna- mentation; Lumber rates.</b>		<b>Oysters, viz.:</b>	
N		NOTE.—Railroad companies may de- cline to receive and transport Fresh Oysters by freight.	
<b>Nuts, viz.:</b>		In cans or kegs, L. C. L.-----	4
Chestnuts, prepaid-----	5	Same, C. L.-----	5
Peanuts and Chufas, L. C. L.-----	5	Shell, in barrels-----	5
Same, C. L., min. wt. 20,000 lbs.-----	6	Shell, in bulk, C. L.-----	6
Pecans, in barrels or in single or double sacks, C. L.-----	5	P	
Walnuts and Hickory Nuts, packed, C. L.-----	6	Packing, hemp-----	4
Same, packed, L. C. L.-----	5	Paintings, Pictures, Chromos, etc., viz.:	
O		Value over \$200 taken only by special contract.	
Oakum-----	4	Value of each box limited to \$200 per box, well boxed-----	D 1
Oatmeal, Rolled Oats, or Shredded Oats, in sacks-----	5	Value limited to \$5 per 100 lbs.-----	2
Same, in boxes, barrels, kegs, or drums-----	6	<b>Paints, viz.:</b>	
Ochre, in casks or barrels, L. C. L.-----	6	In pails or cans, boxed or securely crated-----	4
Same, C. L.-----	A	Bulk, liquid, in kegs, kits, barrels, or casks-----	5
<b>Oils, viz.:</b>		Bulk, dry, in kegs or kits-----	5
Castor, in glass, packed-----	2	Bulk, dry, in barrels or casks-----	6
Cocoa, in original packages-----	2	Metallic; same as Paints.	
Cocoa, in barrels-----	4	Mineral, dry, in barrels or casks-----	5
Cotton Seed, in barrels, crude, L. C. L.	A	<b>Paper, viz.:</b>	
Cotton Seed in barrels, C. L., 24,000 lbs. min.-----	A	Glazed, for manufacture of paper boxes or for wrapping purposes, in bundles-----	6
Cotton Seed, in tanks, governed by the following rules, viz.:		Printing, in rolls or bundles, C. L.-----	A
1. Rates when in tank cars will be assessed on basis of shell capacity in gallons, multiplied by 7½ lbs. per gallon.		Same, L. C. L.-----	6
2. Tank cars must invariably be loaded to their full capacity, subject to a min. wt. of 24,000 lbs.		Roofing, in bundles or crates-----	6
In tank cars, C. L.-----	A	Roofing, in rolls-----	A
Cotton Seed, cooking or refined-----	A	Strawboard and Pulpboard; same as Paper, wrapping.	
Cotton Seed, crude, N. O. S., L. C. L.---	A	Wall, in bundles-----	3
		Waste Paper, in bundles-----	3
		Wrapping or Lining, in bundles, rolls, or crates, L. C. L.-----	6
		Same, C. L.-----	A
		Paving Blocks, wooden; Lumber rates.	

	<i>Class if Released</i>		<i>Class if Released</i>
Paving Composition, composed of sand and tar; same as Asphalt.		Preserves—Continued.	
Peas, viz.:		In wood, L. C. L.-----	4
Dried, in boxes.-----	D	Same, C. L.-----	5
Dried or Split, N. O. S., in bags or barrels, L. C. L.-----	D	In cans, boxed, L. C. L.-----	4
Same, C. L.-----	D	Same, C. L.-----	5
Cow, in bags or barrels, C. L.-----	D	In glass, packed, in wood or in cans, boxed, mixed C. L.-----	5
Peat or Peat Moss, in bags, barrels, or casks, L. C. L.-----	4	Pumps and Pump Material, viz.:	
Same, C. L.-----	A	Hand, Endless Chain, or Bucket	
Picket, wooden; Lumber rates.		Pumps, detachable parts removed and crated or wired in bundles, L. C. L.-----	4
Pickles, viz.:		Hand, Endless Chain, or Bucket	
In buckets or pails, wooden, L. C. L.-----	4	Pumps, C. L.-----	5
In kegs, barrels, or casks, L. C. L.-----	5	Steam Pumps, Pumping Engines, and Machinery, L. C. L.-----	4
Piles; Lumber rates.		Same, C. L.-----	5
Pipe, viz.:		Wooden Tubing, L. C. L.-----	5
Earthen and Concrete, drain or roofing (pipe and tile), L. C. L.-----	6	Same, C. L.-----	6
Same, C. L.-----	A		Q
Earthen or Concrete, drain, tile, or sewer, C. L.-----	P	Quills, goose and turkey, in bales, barrels, boxes, or crates-----	1
Same, L. C. L.-----	K		R
Pipe, Sewer, earthen or concrete, and fixtures; flues, flue linings, flue tops and chimney caps, and drain tile, earthen or concrete; in mixed carloads, minimum weight 25,000 lbs.; 25 per cent higher than Class P.		Rags, viz.:	
Earthen (not drain), L. C. L.-----	5	In sacks or crates-----	3
Same, C. L.-----	6	In barrels or hogsheds-----	4
Stove and Elbows, C. L., loose or in bundles, straight or mixed, min. wt. 20,000 lbs.-----	5	With bones; see Bones.	
Stove (side seams not closed), nested and wired or crated, or otherwise, C. L., min. wt. 20,000 lbs.-----	5	Railroad Rolling Stock Equipment (not including street or tramway cars, for which see Vehicles), viz.:	
Pitch, in barrels or casks, N. O. S., C. L.-----	K	Cars, K. D. (i. e., cars from which trucks or other detachable parts have been removed and loaded on same car with bodies), to be loaded and unloaded by owners, and at O. R.; Special Iron rates.	
Planks or boards, edges glued together; Lumber rates.		Cars and locomotives, standard gauge, on their own wheels, subject to the following rules:	
Plaster, viz.:		<i>Basis for Calculation of Freight.</i> —	
Calcined, C. L.-----	K	Mileage rates between points governed by this Exception Sheet will be computed upon the basis of the shortest all-rail standard-gauge mileage by available routes of transportation, plus actual arbitraries, subject to a minimum distance of 75 miles for each line, and governed by the mileage shown in the "Official Guide."	
Calcined, L. C. L., 20 per cent higher than C. L. rate.		Locomotives and Tenders, moved by their own power, owner to furnish fuel and crew, carrier to furnish pilot at expense of owner, 15 cents per mile.	
Cement; see Cement, plaster.		Locomotives and Tenders, dead, or on their own wheels, connecting rods and small parts liable to be damaged, at option of carrier, to be taken off and boxed, 20 cents per mile. All expenses for oil, waste and repairs are in addition to the rates, and will be at the expense of the owner.	
Land; same as Agricultural Lime.		Locomotives and Tenders, loaded wholly on flat cars, 25 cents per mile.	
Plaster of Paris, L. C. L.-----	6	Locomotives, loaded on flat cars and weighing less than 40,000 lbs., same as Machinery, N. O. S.	
Same, C. L.-----	A	Reeds, willow, in bales-----	2
Wall, in bags or barrels, C. L., 36,000 lbs. minimum. Class K, less 10 per cent.		Roofing, viz.:	
Plates, viz.:		Cement, L. C. L.-----	5
Paper and Wooden, including Wooden Butter Dishes and Plates, C. L., min. wt. 12,000 lbs.-----	6	Same, C. L.-----	A
Wooden Plates or Dishes, nested, packed in crates or boxes, L. C. L.-----	5	Slate, packed, L. C. L.-----	6
Same, C. L., min. wt. 12,000 lbs.-----	6	Slate, C. L., min. wt. 30,000 lbs.-----	K
Plumbago (ship's option), in sacks, barrels, or boxes-----	5	Roots and Herbs, all kinds, value agreed to be 6 cents per pound, in bags, boxes, or barrels, L. C. L.-----	4
Same, N. O. S.-----	5	Roots, ivy, C. L., min. wt. 24,000 lbs.-----	P
Poles, viz.:			
Hoop; same as Barrel Material.			
Telegraph and telephone; Lumber rates.			
Porch Columns, wooden; same as Sash, Doors, and Blinds.			
Posts, fence; Lumber rates.			
Potash, German, muriate, and sulphate, when shipped to fertilizer factories; see Fertilizers.			
Preserves, Fruit Juices, etc., viz.:			
Fruit Juices and Fountain Syrups:			
Coca-Cola, carbonated, in glass, packed, securely wired and sealed or locked; same as Ginger Ale, similarly packed.			
In wood, L. C. L.-----	3		
Preserves, Fruit Butter, and Jellies, viz.:			
In glass, packed, L. C. L.-----	3		
Same, C. L.-----	4		



	Class if Released		Class if Released
Rope, wire	5	Shot, viz.:	
Rosin, in barrels, actual weight to be charged for, L. C. L.; 20 per cent higher than Class K.		In barrels, half-barrels, quarter-barrels, or drums; same as in kegs.	
Rosin, in barrels or casks, actual weight to be charged for, C. L.	K	In paper bags, boxed and strapped.	4
Rosin dross, apply Rosin rates.		In kegs or double sacks	6
Rustic Work, not boxed or crated.	1	Showcases; see Glass and Glassware.	
		Siding; Lumber rates.	
		Silex, in barrels	6
		Silicates, peroxides of, in barrels	5
		Slush, Soap Stock, or similar material for manufacturing soap, in barrels; same as Cotton-seed Oil.	
Sago Flour, in bags	5	Soap Stock; same as Cotton-seed Oil.	
Same, in other packages; same as Starch.		Soapstone, viz.:	
Salt, viz.:		Crude, C. L.	P
In sacks, boxes, or barrels, L. C. L.	K	Crude, in barrels or casks, value limited to \$10 per ton; same as Cement.	
In bulk, in sacks, boxes, or barrels, C. L.	O	Ground, in barrels or bags, value limited to \$20 per ton, L. C. L.	5
Salt, cake; see Fertilizers.		Same, C. L.	6
Saltpetre, L. C. L.	5	Soda, viz.:	
Saltpetre, C. L.	6	Nitrate of, L. C. L.; same as Fertilizers, L. C. L.	
Salts, viz.:		Nitrate, C. L.; see Fertilizers, C. L.	
Bleaching, in barrels or casks	6	Soda Ash, in bags, any quantity	A
Bleaching, N. O. S.	4	Sulphate of, C. L.; same as Fertilizers, C. L.	
Epsom, in casks or barrels, L. C. L.	5	Sulphate of, L. C. L.	6
Epsom, N. O. S., L. C. L.	4	Softener, cotton and wool, in barrels	B
Sand, C. L.	P	Softener, cotton and wool, N. O. S.	5
Sardines; see Fish.		Solder	5
Sash, viz.:		Sorghum, in barrels or hogsheads	6
Glazed, L. C. L.	4	Spindles, packed, L. C. L.	6
Glazed, C. L., min. wt. 20,000 lbs.	6	Spiritine, in cans, boxed, L. C. L.	2
Unglazed, C. L., min. wt. 20,000 lbs.	6	Spoke Timber, in the rough; Lumber rates.	
Unglazed, N. O. S., same as Blinds.		Stanchions, cattle	6
Sauerkraut, in barrels	6	Stationery	2
Sausage and Sausage Casings; see Meats.		Staves and Stave Bolts; Lumber rates.	
Saw Bucks, wooden, K. D., in crates or boxes	5	Stills, viz.:	
Sawdust, C. L., 24,000 lbs. min.	P	Iron, L. C. L.	3
Saws, drag, with horse-power	5	Copper (worm, crated)	3
Screens, viz.:		Stone, Lithographic	2
Door or Window, of wire, in bundles, boxes or crates, L. C. L.	4	Stoves, Alcohol, Gas, Gasoline, Oil, and Vapor, sheet Iron, C. L., min. wt. 12,000 lbs.	3
Door or Window, of wire, O. R. B., C. L., min. wt. 15,000 lbs.	6	Stoves and Ranges, Cast Iron, L. C. L. Box and crate requirement will not apply.	
Screws, Bench, packed	4	Sugar, in barrels or hogsheads	6
Sea Grass, Sea Weed or Salt Hay, pressed in bales, C. L.; 20 per cent less than Class D.		In cartons or sacks packed in boxes or in double sacks; same as in barrels.	
Seed, viz.:		Grape Sugar	6
Clover, C. L.	6	Sumac, viz.:	
Corn, in barrels or sacks	5	Ground, in bags or barrels, C. L., min. wt. 20,000 lbs.	5
Cotton, C. L., min. wt. 20,000 lbs.; 20 per cent less than Class D.		Leaf, C. L., min. wt. 16,000 lbs.	K
Flax, C. L.	6	Same, L. C. L.	5
Garden, C. L.	4	Syrups, viz.:	
Garden, returned over same line by which originally forwarded	6	Fruit Juices and Fountain Syrups, in glass, earthenware, or tin cans, boxed, or in wood, C. L.	5
Hemp, C. L.	6	Manufactured of cider, in barrels, half-barrels, hogsheads, or casks	6
Millet, L. C. L.	5	N. O. S., in kegs or in cans, boxed	4
Same, C. L.	6	N. O. S., barrels or hogsheads	6
Timothy, L. C. L.	3		
Same, C. L.	6		
Vetches, C. L.	6		
Shear Flocks, refuse or waste of woolen mills	A		
Sheep Dip, liquid or powdered, in packages	4		
Shells, viz.:			
If for street or road paving purposes and so specified in bill of lading, C. L.	A		
Oyster, in barrels or kegs	A		
Oyster, ground, in barrels	A		
Oyster, to be used for fertilizer purposes, when consigned to fertilizer factories, C. L.; same as Fertilizers.			
Shingle Bolts; Lumber rates.			
Shingles, wooden; Lumber rates.			
Shooks, boxed or crated (not including cigar box material); Lumber rates.			
Shooks, barrel, cask, or hogshead; Lumber rates.			

	Class if Released	Class if Released
Tank Material; same as Box and Barrel Material.		
Tar, in barrels, L. C. L.; 20 per cent higher than Class K.		
Tar, in barrels or casks, C. L.	K	
Tar Residuum; same as Tar.		
Tar, Coal, in tank cars, minimum weight capacity of tank to be charged for at estimated weight of 8½ pounds per gallon. (See General Rule 32, Southern Classification).	K	
Teeth, Harrow; Iron and Steel Articles.		
Telegraph Cross-arms, without insulator pins or brackets; Lumber rates.		
Tent Pins, C. L.	A	
Tents and Tent Poles	2	
Tents, gospel, O. R.	4	
Terne Plate; same as Tin Plate.		
Ties, railroad; Lumber rates.		
Tile, viz.:		
Drain and Roofing; see Pipe.		
Building and Roofing and Hollow Brick, in straight or mixed C. L., min. wt. 30,000 lbs.	K	
Sidewalk, combined iron and glass, L. C. L.	4	
Same, C. L.	5	
Timber, N. O. S.; Lumber rates.		
Tin, viz.:		
Pig and Block	5	
Scrap, in rolls or bundles, wired or crated	6	
Tin Plate in boxes, charged at actual weight, L. C. L.	5	
Same, C. L.	6	
Tin Roofing, in rolls	5	
Tin Tags; see Tags, tin.		
Tinware, N. O. S., L. C. L.	3	
Tobacco, viz.:		
Smoking	2	
Unmanufactured, in boxes, barrels, crates, bales, or baskets	4	
Unmanufactured, in hogsheads or tierces	J	
Unmanufactured, loose in car on the stick, loaded and unloaded by owners, C. L., min. wt. 10,000 lbs.	4	
Unmanufactured, loose, not less than 10,000 lbs. charged for	3	
Tobacco Barns; see Barns.		
Tobacco Box Material; see Box Material.		
Tobacco Sticks, Flues, Baskets, and Furnaces, in mixed C. L., min. wt. 10,000 lbs.	6	
Tobacco Sticks, rough, not wired, prepaid or guaranteed; same rates as Lumber, common.		
Tobacco Trash, Sweepings, or Stems, ground or unground, packed, L. C. L., or in bulk when in car-loads; Fertilizer rates.		
Tongue, Deer, value limited to 6 cents per lb., L. C. L.	5	
Towers, viz.:		
Fire Apparatus, straight or mixed C. L., min. wt. 5,000 lbs., consisting of small chemical engines, small ladder wagons, hand extinguishers, and small force pumps	1	
Water, Parts of Fire Department Apparatus, if requiring flat or gondola cars, min. wt. 5,000 lbs.	1	
Traps, Clay Pigeon or Glass Ball, in bundles, crates, or boxes	5	
Trees and Shrubbery, viz.:		
Evergreen, boxed, for decorating purposes; same as Trees and Shrubbery.		
Baled, prepaid or guaranteed, L. C. L.	1	
Same, value limited to 3 cents per lb.	2	
Boxed, prepaid or guaranteed, L. C. L.	2	
Same, value limited to 3 cents per lb.	4	
Trees and Shrubbery—Continued.		
In bales, boxes, or in bulk, C. L., O. R. of loss or damage by heating, freezing, or improper packing, and to be loaded and unloaded by owners, prepaid or guaranteed, straight or mixed C. L., min. wt. 16,000 lbs.		4
Same, value limited to 3 cents per lb.		6
Plants, Strawberry, in baskets, without overtop handles		1
Trucks, Electric Motor, L. C. L.		5
Tubs, viz.:		
Bath, not boxed		D 1
Bath, nested		2
Turpentine, crude, in barrels, casks, or tank cars, C. L.		6
Turpentine, spirits of, in barrels, casks, or tank cars, C. L.		6
NOTE.—On shipments in tank cars, weights will be assessed on the shell capacity of tank, multiplied by 7.2 lbs. to the gallon.		
Twine, viz.:		
Binders, packed, in bales, C. L.		6
Paper, when so described on package		5
Jute, L. C. L.		5
	V	
Varnish, in cans, not boxed		1
Vegetables, desiccated		4
Vegetables, in cans, L. C. L.		4
Same, C. L.		5
Vegetables, not canned or desiccated, viz.:		
NOTE.—Mixed car-loads of apples, beets, cabbage, carrots, onions, potatoes, and turnips may be taken at the same rate as straight car-loads of either article.		
Beets, in barrels		6
Beets, in crates, boxes, or in bulk, C. L.		6
Cabbages, packed, L. C. L.		6
Cabbages, in barrels, crates, boxes, or in bulk, C. L.		6
Carrots, in barrels		6
Same, in crates, boxes, or in bulk, C. L.		6
Cucumbers; same as Beets.		
Onions, in sacks, L. C. L.		5
Onions, in barrels or crates, L. C. L.		6
Onions, in barrels, crates, boxes, sacks, or in bulk, C. L.		6
Potatoes, in crates or sacks, L. C. L.		6
Potatoes, in barrels, actual weight, L. C. L.		6
Potatoes, in barrels, crates, boxes, sacks, or in bulk, C. L.		6
Turnips, L. C. L.		6
Turnips, in barrels, crates, boxes, or in bulk, C. L.		6
N. O. S., prepaid or guaranteed		3
Vehicles, viz.:		
Carriages, Buggies, and Trotting Wagons, viz.:		
K. D., boxed or well crated, box or crate not exceeding 34 inches in height, L. C. L.		2
Boxed or well crated, C. L., min. wt. 8,000 lbs.		4
Loose, C. L., min. wt. 15,000 lbs.		3
Hose Reels and Hook and Ladder Trucks; same as Carriages, Buggies, and Trotting Wagons.		
Oil Tank Wagons, viz.:		
Requiring flat or gondola cars, min. wt. 4,000 lbs., each		1
N. O. S., min. wt. 3,000 lbs. each		1
Om nibuses, C. L., two or more on a car, min. wt. 20,000 lbs.		5
Sleighs; same as Carriages, Buggies, and Trotting Wagons.		



<i>Vehicles—Continued.</i>	<i>Class if Released</i>
Street Sprinkling Wagons, S. U., loaded on flat cars, min. wt. 4,000 lbs. each.	1
Wagons, delivery or freight, C. L.; same as Carriages, Buggies, or Trotting Wagons.	
Vehicle Materials and Parts of Vehicles, viz.:	
Bodies, finished, carriage, buggy, trotting wagon, and wagon; same as Carriage, Buggies, Trotting Wagons, and Wagons, respectively.	
Bodies and Seats, unfinished; see Wheels.	
Bodies, buggy, unfinished, C. L., min. wt. 10,000 lbs.	5
Gears, platform wagon, in the white, without springs or axles, L. C. L.	2
Hubs, packed, in rolls or securely tied together	A
Rims, packed or securely tied together.	A
Shafts, Poles, and Wheels, parts of farm or lumber wagons, L. C. L.	4
Same, C. L.	6
Shafts, Bows, Felloes, Singletrees, Spokes, Hubs, and Rims, wood, unfinished, L. C. L.	5
Same, C. L.	6
Singletrees and Doubletrees:	
Finished, boxed, crated, or in bundles	2
Ironed and partly finished, boxed or crated.	4
Ironed and partly finished, in bundles	4
Same, C. L.	6
Spokes, packed or securely tied in bundles	A
Same, C. L., all-rail shipments may be taken loose.	P
Wheels and Bodies, unfinished, L. C. L.	4
Same, C. L., min. wt. 15,000 lbs.	5
Wagon Parts, wood, unpainted, N. O. S., K. D., and packed in crates or bundles.	5
Veneering, or wood built up, or compound, less than $\frac{1}{8}$ of an inch in	

<i>Veneering—Continued.</i>	<i>Class if Released</i>
thickness, manufactured of pine, poplar, oak, elm, basswood, birch, chestnut, laurel, gum, walnut, or cedar, packed, L. C. L.	4
Same, $\frac{1}{8}$ of an inch or over in thickness, L. C. L.	6
Same, straight or mixed, C. L.; Lumber rate, plus 20 per cent.	
W	
Washing Crystals	4
Water, viz.:	
Aerated (such as Moxie); same as Water, mineral.	
Mineral, in glass or stone, packed, C. L.	6
Mineral, in wood, L. C. L.	5
Same, C. L.	6
Water-closet Tanks and Seats, wooden, crated or boxed	3
Wheelbarrows, viz.:	
Iron, S. U., L. C. L.	3
Iron or wood, K. D., trays nested and strapped, wheels and handles packed separately, L. C. L.	4
Whiting, viz.:	
In boxes	3
In barrels	6
N. O. S.	5
Wire Cloth, in rolls, boxes, casks, or crates, C. L.	6
Wood, Fire, C. L.	Special rates
Woodenware, where C. L. commodity rates are provided, min. wt. 12,000 lbs.	
Wool, viz.:	
Mineral	5
N. O. S., in bags, two or more securely corded together or pressed in bales.	3
Unwashed, in bags	4
Y	
Yeast, in wood, and Yeast cakes in boxes	3

## ATLANTIC COAST LINE RAILROAD.

(Applicable between Atlantic Coast Line Railroad stations, except Wadesboro, Perkins, Morven, McFarlan, and Gibson, N. C.)

## CLASS AND COMMODITY RATES IN CENTS.

Distance	Per 100 Pounds														Per Bbl.	Per 100 Pounds																
	1	2	3	4	5	6	A	B	C		D		E	H		F		K	L	M	N	O	P									
5 miles and under.....	15	12½	10	9	7½	6½	5	6½	5	6½	4	5	7½	9	10	12½	4	3	4	5	4½	2½										
7 and over 5.....	15	12½	10	9	7½	7½	6½	7½	6½	7½	5	6½	7½	9	12½	15	5	4	4	6½	5	3½										
10 and over 7.....	19	16½	14	11½	10	7½	6½	7½	6½	7½	5	6½	10	11½	12½	15	5	4	4	6½	5	3½										
12 and over 10.....	22½	16½	14	11½	11½	9	7½	9	7	9	6½	7½	11½	11½	14	17½	5½	4½	5	7	5½	4										
15 and over 12.....	22½	19	16½	14	11½	9	7½	9	7	9	6½	7½	11½	14	14	17½	5½	4½	5	7	5½	4										
17 and over 15.....	26½	20	17½	14	12½	10	9	10	8	10	7	9	12½	14	16½	20	6½	4½	6	7½	6½	4½										
20 and over 17.....	26½	22½	20	16½	12½	10	9	10	8	10	7	9	12½	16½	16½	20	6½	4½	6	7½	6½	4½										
22 and over 20.....	30	22½	20	17½	14	11½	10	11½	9	11½	8	10	14	17½	17½	22½	7	5	6½	9	7	5										
25 and over 22.....	30	25	22½	17½	14	11½	10	11½	9	11½	8	10	14	17½	17½	22½	7	5	6½	9	7	5										
27 and over 25.....	34	25	22½	20	15	12½	10	12½	10	12½	8	10	15	20	20	25	7½	5½	6½	10	7	5½										
30 and over 27.....	34	29	25	20	15	12½	10	12½	10	12½	8	10	15	20	20	25	7½	5½	6½	10	7	5½										
35 and over 30.....	36½	31½	26½	21½	16½	12½	11½	14	10	12½	9	11½	16½	21½	20	25	7½	5½	7½	10½	7½	6										
40 and over 35.....	39	32½	27½	22½	17½	14	11½	14	10	12½	9	11½	17½	22½	20	25	8	6	7½	11½	7½	6										
45 and over 40.....	41½	34	29	24	17½	14	12½	15	11½	14	9	11½	17½	24	22½	27½	8	6½	8½	12	8	6										
50 and over 45.....	44	35	30	25	19	15	12½	15	11½	14	9	11½	19	25	22½	27½	8	6½	8½	12½	8	6										
55 and over 50.....	45	36½	31½	25	20	15	14	16½	11½	14	10	12½	20	25	22½	27½	9	6½	9	13	9	6½										
60 and over 55.....	46½	37½	32½	26½	20	16½	14	16½	11½	14	10	12½	20	26½	22½	27½	9	6½	9	13	9	6½										
65 and over 60.....	47½	39	34	26½	21½	16½	15	17½	12	15	10	12½	21½	26½	24	30	9	7	10	14½	9½	6½										
70 and over 65.....	49	40	35	26½	21½	17½	15	17½	12	15	10	12½	21½	26½	24	30	9½	7	10	15	9½	7										
75 and over 70.....	50	41½	36½	27½	22½	17½	15	19	12	15	10	12½	22½	27½	24	30	9½	7	10	15½	10	7										
80 and over 75.....	51½	42½	37½	27½	22½	19	16½	19	13	16½	11½	14	22½	27½	26½	32½	9½	7	11	15½	10	7										
85 and over 80.....	52½	44	37½	27½	24	19	16½	20	13	16½	11½	14	24	27½	26½	32½	10	7½	11	15½	10½	7½										
90 and over 85.....	54	45	39	27½	24	19	16½	20	13	16½	11½	14	24	27½	26½	32½	10	7½	11	15½	10½	7½										
95 and over 90.....	55	46½	39	29	24	20	17½	20	13	16½	11½	14	24	29	26½	32½	10	8	11½	15½	11½	8										
100 and over 95.....	56½	47½	40	30	25	20	17½	20	14	17½	12	15	25	30	27½	35	10	8	11½	15½	11½	8										
110 and over 100.....	59	50	41½	31½	25	20	17½	21½	14	17½	12	15	25	31½	27½	35	10½	8	11½	15½	12	8										
120 and over 110.....	61½	52½	42½	31½	26½	21½	19	21½	15	19	13	16½	26½	31½	30	37½	10½	8	12½	15½	12½	8½										
130 and over 120.....	64	55	44	32½	26½	21½	19	22½	15	19	13	16½	26½	32½	30	37½	11½	8½	12½	15½	12½	8½										
140 and over 130.....	66½	56½	45	32½	27½	22½	20	22½	16½	20	14	17½	27½	32½	32½	40	11½	8½	13½	15½	13	9										
150 and over 140.....	69	59	46½	34	27½	22½	20	24	17	21½	14	17½	27½	34	34	42½	11½	9	13½	15½	13	9										
160 and over 150.....	69	60	49	36½	30	24	20	24	17	21½	14	17½	30	36½	34	42½	12	9	13½	15½	14	9										
170 and over 160.....	69	61½	50	37½	32½	25	21½	25	18	22½	15	19	32½	37½	36½	45	12	9½	14	15½	14	9										
180 and over 170.....	69	61½	51½	39	32½	25	21½	25	18	22½	15	19	32½	39	36½	45	12½	9½	14	15½	14½	9										
190 and over 180.....	70	61½	51½	39	35	26½	21½	25	18	22½	15	19	35	39	36½	45	12½	9½	14	16	14½	9										
200 and over 190.....	70	61½	51½	39	35	26½	21½	25	19	24	16½	20	35	39	37½	47½	13	9½	14	16	15	9										
210 and over 200.....	71½	62½	51½	39	36½	26½	21½	25	19	24	16½	20	36½	39	37½	47½	13	10	14	16	15	9										
220 and over 210.....	72½	64	52½	40	37½	26½	22½	25	20	25	17	21½	37½	40	40	50	14	10	15	16	15½	9										
230 and over 220.....	74	65	54	41½	37½	29	22½	26½	20	25	17	21½	37½	41½	40	50	14	10½	15	16	15½	9										
240 and over 230.....	74	65	54	41½	37½	29	24	26½	21½	26½	18	22½	37½	41½	42½	52½	14½	10½	15	16	16½	9										
250 and over 240.....	75	66½	56½	42½	37½	29	24	27½	21½	26½	18	22½	37½	42½	42½	52½	14½	10½	15	16	16½	9										
260 and over 250.....	75	66½	56½	42½	37½	29	25	27½	22	27½	19	24	37½	42½	44	52½	15	10½	15	16	16½	9										
270 and over 260.....	76½	67½	57½	45	39	29	25	29	22	27½	19	24	39	45	44	55	15	11	15	16½	16½	9										
280 and over 270.....	76½	67½	57½	45	39	29	25	29	23	29	20	25	39	45	46½	55	15½	11	15	16½	16½	9										



## ATLANTIC COAST LINE RAILROAD—Continued.

TABLE OF COMMODITY RATES, IN CENTS PER HUNDRED POUNDS, EXCEPT AS OTHERWISE SPECIFIED.

Distances	Brick, C. L., 10,000 Brick Minimum, Per 1,000 Brick	Cement, in Bags, Actual Weight, in Barrels, Estimated Weight, Portland, 400 Pounds, N. O. S., 300 Pounds Per Barrel; C. L., 40,000 Pounds Minimum	Coal, C. L., Minimum 15 Tons, Per Ton 2,000 Pounds	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cottonseed Hulls, C. L., Minimum 10 Tons, Per Ton 2,000 Pounds		Excelsior, Pressed in Bales, Per Car 20,000 Pounds, Excess in Proportion	Fertilizer, C. L., Minimum 12 Tons, Per Ton 2,000 Pounds	Gravel, C. L., Minimum Weight 40,000 Pounds	Lime, in Barrels, C. L., Minimum Weight 24,000 Pounds, Actual Weight to be Charged for Lumber and Articles Taking Same Rates, C. L., Minimum 24,000 Pounds, Per 100 Pounds	
					CL	LCL					
5 miles and under.....	165	5	70	22	80	90	1100	80	2½	4	2½
7 and over 5.....	165	6	90	24	80	90	1250	90	3	5	3
10 and over 7.....	190	6	90	24	90	110	1250	90	3	5	3
12 and over 10.....	190	6½	90	24	90	110	1400	110	3	5½	4
15 and over 12.....	195	6½	90	26	100	130	1400	110	3	5½	4
17 and over 15.....	195	7	100	26	100	130	1400	120	3½	6	4½
20 and over 17.....	200	7	100	28	100	130	1400	120	3½	6	4½
22 and over 20.....	200	7½	100	29	100	130	1500	130	3½	6½	4½
25 and over 22.....	205	7½	100	29	110	140	1500	130	3½	6½	4½
27 and over 25.....	205	8	110	30	110	140	1650	140	3½	7	5
30 and over 27.....	210	8	110	30	110	140	1650	140	3½	7	5
32 and over 30.....	210	8	110	31	110	140	1950	140	3½	7	5
35 and over 32.....	215	8	110	31	120	150	1950	140	3½	7	5
37 and over 35.....	215	8½	120	32	120	150	1950	150	4	7½	5
40 and over 37.....	220	8½	120	32	120	150	1950	150	4	7½	5
42 and over 40.....	225	8½	130	33	120	150	2200	160	4	7½	5½
45 and over 42.....	225	8½	130	33	130	160	2200	160	4	7½	5½
47 and over 45.....	225	8½	140	34	130	160	2200	160	4	7½	5½
50 and over 47.....	230	8½	140	34	130	160	2200	160	4	7½	5½
52 and over 50.....	230	9	140	35	130	160	2350	170	4	8	5½
55 and over 52.....	235	9	140	35	130	160	2350	170	4	8	5½
57 and over 55.....	235	9	140	36	130	160	2350	180	4	8	6½
60 and over 57.....	240	9	140	36	140	170	2350	180	4	8	6½
62 and over 60.....	240	9	140	37	140	170	2350	180	4½	8	6½
65 and over 62.....	245	9	140	37	140	170	2350	180	4½	8	6½
67 and over 65.....	245	9½	140	37	140	170	2350	190	4½	8½	6½
70 and over 67.....	250	9½	140	37	140	180	2350	190	4½	8½	6½
72 and over 70.....	250	9½	150	38	140	180	2500	190	4½	8½	7
75 and over 72.....	255	9½	150	38	140	180	2500	190	4½	8½	7
77 and over 75.....	255	9½	150	38	140	180	2500	200	4½	8½	7
80 and over 77.....	260	9½	150	38	140	180	2500	200	4½	8½	7
82 and over 80.....	260	10	150	39	140	180	2500	210	4½	8½	7
85 and over 82.....	265	10	150	39	150	190	2500	210	4½	8½	7
87 and over 85.....	265	10	150	39	150	190	2500	210	4½	8½	7
90 and over 87.....	270	10	150	39	150	190	2500	210	4½	8½	7
92 and over 90.....	270	10	160	40	150	190	2600	220	5	8½	7½
95 and over 92.....	275	10	160	40	160	200	2600	220	5	8½	7½
97 and over 95.....	275	10	160	40	160	200	2600	230	5	8½	7½
100 and over 97.....	280	10	160	40	160	200	2600	230	5	8½	7½
110 and over 100.....	295	10½	160	41	160	200	2600	230	5	9	7½
120 and over 110.....	295	10½	160	42	160	200	2750	240	5	9	8
130 and over 120.....	310	11	170	43	170	210	2750	240	5	9½	8
140 and over 130.....	310	11	170	44	170	210	2900	250	5	9½	8
150 and over 140.....	325	11	170	44	180	220	2900	260	5	9½	9
160 and over 150.....	325	11½	170	44	180	220	3300	280	5	10	9
170 and over 160.....	340	11½	180	47	180	230	3450	280	5½	10	9

## ATLANTIC COAST LINE RAILROAD—Continued.

TABLE OF COMMODITY RATES—CONTINUED.

Distances	Brick, C. L., 10,000 Brick Minimum, Per 1,000 Brick	Cement, in Bags, Actual Weight, in Barrels, Estimated Weight, Portland, 400 Pounds; N. O. S., 300 Pounds Per Barrel; C. L., 40,000 Pounds Minimum	Coal, C. L., Minimum 15 Tons, Per Ton 2,000 Pounds	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cottonseed Hulls, C. L., Minimum 10 Tons, Per Ton 2,000 Pounds		Excelsior, Pressed in Bales, Per Car 20,000 Pounds, Excess in Proportion	Fertilizer, C. L., Minimum 12 Tons, Per Ton 2,000 Pounds	Gravel, C. L., Minimum Weight 40,000 Pounds	Lime, in Barrels, C. L., Minimum Weight 24,000 Pounds, Actual Weight to be Charged for	Lumber and Articles Taking Same Rates, C. L., Minimum 24,000 Pounds, Per 100 Pounds
					CL	LCL					
180 and over 170.....	340	12	180	48	180	230	3600	290	5½	10½	9½
190 and over 180.....	365	12	180	49	190	230	3700	290	5½	10½	9½
200 and over 190.....	365	12½	190	50	190	230	3850	300	5½	11	9½
210 and over 200.....	380	12½	190	51	190	240	3850	310	6	11	10
220 and over 210.....	380	13	190	51	190	240	4000	310	6	11½	10
230 and over 220.....	395	13	200	51	190	240	4000	320	6	11½	10
240 and over 230.....	395	13½	200	51	190	240	4150	330	6	12	10
250 and over 240.....	410	13½	200	51	200	250	4150	330	6	12	10
260 and over 250.....	410	14	200	51	200	250	4250	340	6	12½	10
270 and over 260.....	425	14	210	51	200	250	4250	340	6½	12½	10
280 and over 270.....	425	14½	210	51	200	250	-----	350	6½	13	10
290 and over 280.....	-----	-----	210	-----	-----	-----	-----	360	-----	-----	11½
300 and over 290.....	-----	-----	220	-----	-----	-----	-----	360	-----	-----	11½



## ATLANTIC COAST LINE RAILROAD—Continued.

TABLE OF COMMODITY RATES, IN CENTS PER HUNDRED POUNDS, EXCEPT AS OTHERWISE SPECIFIED.

Distances	Manure, Stable, C. L., Minimum Weight 15 Tons, Per Ton 2,000 Pounds	Marble and Granite, Crushed or Rubble, in Packages or in Bulk, C. L., Minimum Weight 40,000 Pounds	Marble, Blocks or Slabs, Granite or Stone, Rough-quarried, not Packed; also Sawed, Sand-rubbed (or Slushed), Hammered or Chiseled, Boxed or Crated, C. L., Minimum Weight 30,000 Pounds	Molasses, in Hogsheads or Barrels, Per 100 Pounds	Naval Stores		Petroleum Oil and its Products, C. L., Rated 5th Class in Southern Classification	Plaster		Sand and Loam Soil, Per Car 40,000 Pounds, Excess in Proportion	Tobacco, Leaf, in Hogsheads or Tierces	Wood, Cord or Slab, for Fuel Purposes, C. L., 10 Cord Minimum, Per Cord
					Rosin, Tar, Pitch, and Crude Turpentine	Spirits Turpentine		Calced, C. L.	Wall, in Bags or Barrels, C. L. 36,000 Pounds Minimum			
5 miles and under.....	80	2½	4	5	5½	6½	7½	5	4½	900	9	62½
7 and over 5.....	80	3	4½	6½	5½	6½	7½	6	5½	900	9	62½
10 and over 7.....	90	3	4½	6½	5½	6½	10	6	5½	1050	10	62½
12 and over 10.....	90	3	5	7	5½	6½	11½	6½	6	1050	10	69
15 and over 12.....	100	3	5	7	6½	9½	11½	6½	6	1150	11½	69
17 and over 15.....	100	3½	5½	7½	6½	9½	12½	7	6½	1150	11½	75
20 and over 17.....	100	3½	5½	7½	6½	11½	12½	7	6½	1250	16½	75
22 and over 20.....	100	3½	6	8	6½	11½	13½	7½	7	1250	16½	75
25 and over 22.....	110	3½	6	8	6½	11½	13½	7½	7	1350	16½	75
27 and over 25.....	110	3½	6	9	6½	11½	14½	8	7½	1350	16½	75
30 and over 27.....	110	3½	6	9	6½	11½	14½	8	7½	1450	17½	75
32 and over 30.....	110	3½	6½	9½	6½	11½	14½	8	7½	1450	17½	87½
35 and over 32.....	120	3½	6½	9½	7	12½	14½	8	7½	1550	19	87½
37 and over 35.....	120	4	7	10	7	12½	15½	8½	8	1550	19	87½
40 and over 37.....	120	4	7	10	7½	13	15½	8½	8	1600	21½	87½
42 and over 40.....	120	4	7	10½	7½	13	15½	8½	8	1600	21½	100
45 and over 42.....	130	4	7	10½	10	15½	15½	8½	8	1600	21½	100
47 and over 45.....	130	4	7	11½	10	15½	16½	8½	8	1600	21½	100
50 and over 47.....	130	4	7	11½	10	15½	16½	8½	8	1600	21½	100
52 and over 50.....	130	4	7	11½	10	15½	16½	9	8½	1600	21½	112½
55 and over 52.....	130	4	7	11½	10½	16½	16½	9	8½	1700	22½	112½
57 and over 55.....	130	4	7	12½	10½	16½	17½	9	8½	1700	22½	112½
60 and over 57.....	140	4	7	12½	10½	16½	17½	9	8½	1700	22½	112½
62 and over 60.....	140	4½	7	12½	10½	16½	17½	9	8½	1700	22½	112½
65 and over 62.....	140	4½	7	12½	10½	16½	17½	9	8½	1700	24	112½
67 and over 65.....	140	4½	7½	14	10½	16½	18½	9½	9	1700	24	112½
70 and over 67.....	140	4½	7½	14	10½	17½	18½	9½	9	1800	24	112½
72 and over 70.....	140	4½	7½	14	10½	17½	18½	9½	9	1800	24	125
75 and over 72.....	140	4½	7½	14	11	19	18½	9½	9	1800	24	125
77 and over 75.....	140	4½	7½	15	11	19	19½	9½	9	1800	24	125
80 and over 77.....	140	4½	7½	15	11	19	19½	9½	9	1800	24	125
82 and over 80.....	140	4½	8	15	11	19	19½	10	9	1800	24	125
85 and over 82.....	150	4½	8	15	11	19	19½	10	9	1900	25	125
87 and over 85.....	150	4½	8	16½	11	19	19½	10	9	1900	25	125
90 and over 87.....	150	4½	8	16½	11½	19½	19½	10	9	1900	25	125
92 and over 90.....	150	5	8	16½	11½	19½	20½	10	9	1900	25	137½
95 and over 92.....	160	5	8	16½	11½	19½	20½	10	9	1900	25	137½
97 and over 95.....	160	5	8½	17½	11½	19½	20½	10	9	1900	25	137½
100 and over 97.....	160	5	8½	17½	11½	19½	20½	10	9	2000	25	137½

ATLANTIC COAST LINE RAILROAD—Continued.  
TABLE OF COMMODITY RATES—CONTINUED.

Distances	Manure, Stable, C. L., Minimum Weight 15 Tons, Per Ton 2,000 Pounds	Marble and Granite, Crushed or Rubble, in Packages or in Bulk, C. L., Minimum Weight 40,000 Pounds	Marble, Blocks or Slabs, Granite or Stone, Rough-quarried, not Packed; Also Sawed, Sand-rubbed (or Slushed), Hammered or Chiseled, Boxed or Crated, C. L., Minimum Weight 30,000 Pounds	Molasses, in Hogsheads or Barrels, Per 100 Pounds	Naval Stores		Petroleum Oil and its Products, C. L., Rated 5th Class in Southern Classification	Plaster		Sand and Loam Soil, Per Car 40,000 Pounds, Excess in Proportion	Tobacco, Leaf, in Hogsheads or Tierces	Wood, Cord or Slab, for Fuel Purposes, C. L., 10 Cords Minimum, Per Cord
					Rosin, Tar, Pitch, and Crude Turpentine	Spirits Turpentine		Calced, C. L.	Wall, in Bags or Barrels, C. L., 36,000 Pounds Minimum			
110 and over 100.....	160	5	8½	19	11½	19½	20½	10½	9½	2000	26½	137½
120 and over 110.....	160	5	9	20	12	21½	21½	10½	9½	2100	26½	150
130 and over 120.....	170	5	9	21½	12	24	21½	11	10	2200	27½	150
140 and over 130.....	170	5	9	22½	12½	24	22½	11	10	2200	27½	162½
150 and over 140.....	180	5	9	22½	13	25	22½	11	10	2300	29½	162½
160 and over 150.....	180	5	9	24	13	25	23½	11½	10½	2300	29½	175
170 and over 160.....	180	5½	9	24	13	26½	24½	11½	10½	2400	30	175
180 and over 170.....	180	5½	9	25	13	26½	24½	12	11	2400	30	187½
190 and over 180.....	190	5½	9	25	14	27½	25½	12	11	2500	30½	200
200 and over 190.....	190	5½	9	25	14	27½	25½	12½	11½	2500	30½	212½
210 and over 200.....	190	6	9	26½	14½	28	25½	12½	11½	2600	31½	219
220 and over 210.....	190	6	9	26½	14½	28	25½	13	12	2600	31½	219
230 and over 220.....	190	6	9	26½	14½	29	27½	13	12	2700	31½	219
240 and over 230.....	190	6	9	27½	14½	29	27½	13½	12½	2700	31½	219
250 and over 240.....	200	6	9	27½	15	29½	27½	13½	12½	2700	32	225
260 and over 250.....	200	6	9	27½	15	29½	27½	14	13	2800	32	225
270 and over 260.....	200	6½	9	27½	15½	30	27½	14	13	2800	32½	225
280 and over 270.....	200	6½	9	29	15½	30	27½	14½	13½	2800	32½	225
290 and over 280.....	-----	-----	-----	29	-----	-----	-----	-----	-----	2900	-----	-----
300 and over 290.....	-----	-----	-----	29	-----	-----	-----	-----	-----	2900	-----	-----



ATLANTIC COAST LINE RAILROAD—Continued.  
TABLE OF COMMODITY RATES IN CENTS.

Distances	Logs, Rough, All Kinds, Per Car 40,000 Pounds, Excess in Proportion	Clay, Gravel, Unwashed, C.L., Mini- mum Marked Capacity of Car, Except Where Car is Loaded to Full Visible Capacity, in Which Case Actual Weight Will be Charged for, Per Ton 2,000 Pounds
10 miles.....	650	30
20 miles.....	750	40
30 miles.....	900	40
40 miles.....	1000	50
50 miles.....	1150	60
60 miles.....	1250	60
70 miles.....	1400	70
80 miles.....	1500	70
90 miles.....	1650	80
100 miles.....	1750	80
110 miles.....	1900	90
120 miles.....	2000	90
130 miles.....	2150	90
140 miles.....	2250	90
150 miles.....	2400	100
160 miles.....	2500	100
170 miles.....	2650	110
180 miles.....	2650	110
190 miles.....	2750	110
200 miles.....	2750	110
210 miles.....	2900	120
220 miles.....	2900	120
230 miles.....	3000	120
240 miles.....	3000	120
250 miles.....	3150	120
260 miles.....	3150	120
270 miles.....	3250	130
280 miles.....	3250	130
290 miles.....	3400	130
300 miles.....	3400	130

## ATLANTIC COAST LINE RAILROAD—Continued.

Joint freight tariff on classes and commodities between Atlantic Coast Line Railroad Stations (Yadkin Division) and Southern Railway Stations, Mount Airy-Sanford Branch, Ramseur Branch, and Madison Branch, via Sanford, N. C.  
(For distances, see pages 129 and 130.)

## CLASS RATES, IN CENTS.

Distances	Per 100 Pounds														Per Bbl.	Per 100 Pounds			Per Car-load as Per Classification				
	1	2	3	4	5	6	A	B	C		D		E	H		F		K	L	M	N	O	P
									CL	LCL	CL	LCL				CL	LCL						
5 miles and under.....	12	10	8	7	6	5	4	5	4	5	3	4	6	7	8	10	3	2½	2½	900	700	500	
10 and over 5.....	15	13	11	9	8	6	5	6	5	6	4	5	8	9	10	12	4	3	3½	1000	800	650	
15 and over 10.....	18	15	13	11	9	7	6	7	5½	7	5	6	9	11	11	14	4½	3½	4	1100	900	750	
20 and over 15.....	21	18	16	13	10	8	7	8	6½	8	5½	7	10	13	13	16	5	3¾	4½	1200	1000	850	
25 and over 20.....	24	20	18	14	11	9	8	9	7	9	6½	8	11	14	14	18	5½	4	5½	1400	1100	950	
30 and over 25.....	27	23	20	16	12	10	8	10	8	10	6½	8	12	16	16	20	6	4½	5½	1600	1100	1050	
35 and over 30.....	29	25	21	17	13	10	9	11	8	10	7	9	13	17	16	20	6	4½	6	1700	1200	1150	
40 and over 35.....	31	26	22	18	14	11	9	11	8	10	7	9	14	18	16	20	6½	4½	6	1800	1200	1200	
45 and over 40.....	33	27	23	19	14	11	10	12	9	11	7	9	14	19	18	22	6½	5	6½	1900	1300	1200	
50 and over 45.....	35	28	24	20	15	12	10	12	9	11	7	9	15	20	18	22	6½	5	6½	2000	1300	1200	
55 and over 50.....	36	29	25	20	16	12	11	13	9	11	8	10	16	20	18	22	7	5½	7½	2100	1400	1300	
60 and over 55.....	37	30	26	21	16	13	11	13	9	11	8	10	16	21	18	22	7	5½	7½	2200	1400	1300	
65 and over 60.....	38	31	27	21	17	13	12	14	9½	12	8	10	17	21	19	24	7	5½	8	2300	1500	1300	
70 and over 65.....	39	32	28	21	17	14	12	14	9½	12	8	10	17	21	19	24	7½	5½	8	2400	1500	1400	
75 and over 70.....	40	33	29	22	18	14	12	15	9½	12	8	10	18	22	19	24	7½	5½	8	2500	1600	1400	
80 and over 75.....	41	34	30	22	18	15	13	15	10½	13	9	11	18	22	21	26	7½	5½	8½	2600	1600	1400	
85 and over 80.....	42	35	30	22	19	15	13	16	10½	13	9	11	19	22	21	26	8	6	8½	2700	1700	1500	
90 and over 85.....	43	36	31	22	19	15	13	16	10½	13	9	11	19	22	21	26	8	6	8½	2800	1700	1500	
95 and over 90.....	44	37	31	23	19	16	14	16	10½	13	9	11	19	23	21	26	8	6½	9½	2900	1800	1500	
100 and over 95.....	45	38	32	24	20	16	14	17	11	14	9½	12	20	24	22	28	8	6½	9½	2900	1800	1600	
110 and over 100.....	47	40	33	25	20	16	14	17	11	14	9½	12	20	25	22	28	8½	6½	9½	3000	1900	1600	
120 and over 110.....	49	42	34	25	21	17	15	18	12	15	10½	13	21	25	24	30	8½	6½	10	3100	2000	1700	
130 and over 120.....	51	44	35	26	21	17	15	18	12	15	10½	13	21	26	24	30	9	6½	10	3200	2000	1700	
140 and over 130.....	53	45	36	26	22	18	16	19	13	16	11	14	22	26	26	32	9	6½	10½	3300	2100	1800	
150 and over 140.....	55	47	37	27	22	18	16	19	13½	17	11	14	22	27	27	34	9	7	10½	3400	2100	1900	
160 and over 150.....	57	48	39	29	24	19	16	20	13½	17	11	14	24	29	27	34	9½	7	10½	3400	2200	1900	
170 and over 160.....	59	49	40	30	26	20	17	20	14½	18	12	15	26	30	29	36	9½	7½	11½	3500	2200	2000	
180 and over 170.....	60	50	41	31	26	20	17	21	14½	18	12	15	26	31	29	36	10	7½	11½	3500	2300	2000	
190 and over 180.....	61	51	42	32	28	21	17	21	14½	18	12	15	28	32	29	36	10	7½	11½	3600	2300	2100	
200 and over 190.....	62	52	43	33	29	22	17	21	15	19	13	16	29	33	30	38	10½	7½	11½	3700	2400	2100	
210 and over 200.....	63	53	44	34	29	22	17	22	15	19	13	16	29	34	30	38	10½	8	11½	3800	2400	2200	
220 and over 210.....	64	54	45	35	30	23	18	23	16	20	13½	17	30	35	32	40	11	8	12	3900	2500	2200	
230 and over 220.....	64	54	45	35	30	23	18	23	16	20	13½	17	30	35	32	40	11	8½	12	4000	2500	2300	
240 and over 230.....	65	55	45	35	30	23	19	24	17	21	14½	18	30	35	34	42	11½	8½	12½	4000	2600	2300	
250 and over 240.....	65	55	45	36	30	23	19	24	17	21	14½	18	30	36	34	42	11½	8½	12½	4100	2600	2300	



**ATLANTIC COAST LINE RAILROAD—Continued.**  
**COMMODITY RATES IN CENTS PER 100 POUNDS.**

Distances	Naval Stores			Cotton Seed and Cotton-seed Hulls, C. L. 20,000 Pounds Minimum, Per Ton 2,000 Pounds	Granite and Brown Stone, Rough or Sawed, C. L. 30,000 Pounds Minimum, Per Ton 2,000 Pounds
	Tar, Pitch, and Rosin	Crude Turpentine	Spirits Turpentine, Released		
7 miles and under.....	4	5	8	60	45
12 miles and over 7.....	4½	6	9	70	50
17 miles and over 12.....	5	6	9½	80	60
22 miles and over 17.....	5½	6½	10	90	60
27 miles and over 22.....	5½	6½	11	90	65
32 miles and over 27.....	6	7	12	95	70
37 miles and over 32.....	6¼	7½	12	100	75
42 miles and over 37.....	6¼	7½	12	100	75
47 miles and over 42.....	6½	7½	12½	105	80
52 miles and over 47.....	6½	8	13	105	80
57 miles and over 52.....	6½	8	13	110	85
62 miles and over 57.....	6¾	8½	14	110	85
67 miles and over 62.....	6¾	9	14	115	90
72 miles and over 67.....	7	9	14	115	90
77 miles and over 72.....	7½	9½	15	120	90
82 miles and over 77.....	8	9½	15	120	95
87 miles and over 82.....	8½	9½	16	125	95
92 miles and over 87.....	8½	9½	16	125	95
97 miles and over 92.....	9	10	17	125	100
100 miles and over 97.....	9¼	11	17	125	100
110 miles and over 100.....	9½	12	18	130	105
120 miles and over 110.....	10	12	18	130	110
130 miles and over 120.....	10	12	20	135	120
140 miles and over 130.....	11	13	20	140	120
150 miles and over 140.....	11	14	21	140	125
160 miles and over 150.....	12	14	22	150	130
170 miles and over 160.....	12	14	22	150	135
180 miles and over 170.....	12½	14½	22½	155	140
190 miles and over 180.....	13	14½	23	155	150
200 miles and over 190.....	13	15	23	160	150
210 miles and over 200.....	13	15	23	160	155
220 miles and over 210.....	13½	15½	23½	165	155
230 miles and over 220.....	13½	15½	23½	165	160
240 miles and over 230.....	14	15½	23½	170	160
250 miles and over 240.....	14	16	24	170	165

**ATLANTIC COAST LINE RAILROAD—Continued.**  
**COMMODITY RATES IN CENTS PER 100 POUNDS—CONTINUED.**

Distances	Cotton, in Bales	Fertilizer, C. L., 12 Tons Minimum, Per Ton 2,000 Pounds	Lumber, C. L., 30,000 Pounds Minimum	Melons, L. C. L., Packed or Loose, Released, Pre- paid	Molasses, in Hogsheads or Barrels	Sand, C. L., 30,000 Pounds Minimum, Per Ton 2,000 Pounds	Wood, Fire, C. L., 10 Cords Minimum, Per Cord	Wood, Slab, C. L., 10 Cords Minimum, Per Cord
5 miles and under.....	7	60	2	6	4	60	50	42½
10 miles and over 5.....	9	75	2½	8	5	60	50	42½
15 miles and over 10.....	11	85	3	9	5½	60	55	45
20 miles and over 15.....	13	95	3½	10	6	60	60	45
25 miles and over 20.....	14	105	3½	12	6½	65	60	45
30 miles and over 25.....	15	110	4	13	7	65	60	45
35 miles and over 30.....	16	115	4	14	7½	65	70	55
40 miles and over 35.....	17	120	4	14	8	65	70	55
45 miles and over 40.....	18	125	4½	15	8½	65	80	60
50 miles and over 45.....	19	130	4½	15	9	65	80	60
55 miles and over 50.....	20	135	4½	16	9	65	100	75
60 miles and over 55.....	21	140	5	16	10	65	100	75
65 miles and over 60.....	22	145	5	17	10	67	110	-----
70 miles and over 65.....	22	150	5	17	11	67	110	-----
75 miles and over 70.....	23	155	5½	18	11	67	120	-----
80 miles and over 75.....	23	160	5½	18	12	67	120	-----
85 miles and over 80.....	24	165	5½	19	12	67	125	-----
90 miles and over 85.....	24	170	5½	19	13	67	125	-----
95 miles and over 90.....	25	175	6	20	13	67	125	-----
100 miles and over 95.....	25	180	6	20	14	67	125	-----
110 miles and over 100.....	26	185	6	20	15	67	135	-----
120 miles and over 110.....	27	190	6½	21	16	67	135	-----
130 miles and over 120.....	28	195	6½	21	17	70	145	-----
140 miles and over 130.....	29	200	6½	22	18	70	145	-----
150 miles and over 140.....	30	210	7	22	18	70	-----	-----
160 miles and over 150.....	31	220	7	24	19	70	-----	-----
170 miles and over 160.....	32	225	7	26	19	75	-----	-----
180 miles and over 170.....	33	230	7½	28	20	75	-----	-----
190 miles and over 180.....	34	235	7½	29	20	75	-----	-----
200 miles and over 190.....	35	240	7½	30	20	75	-----	-----
210 miles and over 200.....	36	245	8	31	21	80	-----	-----
220 miles and over 210.....	36	250	8	31	21	80	-----	-----
230 miles and over 220.....	37	255	8	32	21	80	-----	-----
240 miles and over 230.....	37	260	8	32	22	80	-----	-----
250 miles and over 240.....	38	265	8½	33	22	80	-----	-----



## ATLANTIC COAST LINE RAILROAD—Continued.

## RATES ON ROUGH LOGS, ALL KINDS.

Per car 40,000 pounds, excess in proportion.

Distances	Rate	Distances	Rate
10 miles.....	\$ 5.00	140 miles.....	\$ 18.00
20 miles.....	6.00	150 miles.....	19.00
30 miles.....	7.00	160 miles.....	20.00
40 miles.....	8.00	170 miles.....	21.00
50 miles.....	9.00	180 miles.....	21.00
60 miles.....	10.00	190 miles.....	22.00
70 miles.....	11.00	200 miles.....	22.00
80 miles.....	12.00	210 miles.....	23.00
90 miles.....	13.00	220 miles.....	23.00
100 miles.....	14.00	230 miles.....	24.00
110 miles.....	15.00	240 miles.....	24.00
120 miles.....	16.00	250 miles.....	25.00
130 miles.....	17.00		

## ATLANTIC COAST LINE RAILROAD—Continued.

## TABLE OF DISTANCES.

Between Atlantic Coast Line Railroad Stations (Yadkin Division) and Southern Railway Stations (Mount Airy-Sanford Branch, Ramseur Branch, and Madison Branch), via Sanford, N. C.

FROM	TO	Ararat, N. C.	B. & R. Siding, N. C.	Battle Ground, N. C.	Bear Creek, N. C.	Below Creek, N. C.	Bonlee, N. C.	Cedar Falls, N. C.	Cedar Falls Factory, N. C.	Climax, N. C.	Cummock, N. C.	Dalton, N. C.	Ellisboro, N. C.	Franklinville, N. C.	Germanon, N. C.	Goldston, N. C.	Greensboro, N. C.	Gulf, N. C.	Hairston, N. C.	Island Ford, N. C.	Julian, N. C.	King, N. C.
WILMINGTON TO SANFORD																						
Wilmington.....	N. C.	242	203	187	137	204	139	182	182	168	126	228	206	184	215	133	181	129	206	184	164	225
Richards.....	N. C.	232	193	177	127	194	129	172	172	158	116	218	196	174	205	123	171	119	196	174	154	215
Montague.....	N. C.	226	187	171	121	188	123	166	166	152	110	212	190	168	199	117	165	113	190	168	148	209
Currie.....	N. C.	223	184	168	118	185	120	163	163	149	107	209	187	165	196	114	162	110	187	165	145	206
Rooks.....	N. C.	220	181	165	115	182	117	160	160	146	104	206	184	162	193	111	159	107	184	162	142	203
Atkinson.....	N. C.	217	178	162	112	179	114	157	157	143	101	203	181	159	190	108	156	104	181	159	139	200
Rankin.....	N. C.	216	177	161	111	178	113	156	156	142	100	202	180	158	189	107	155	103	180	158	138	199
Ivanhoe.....	N. C.	209	170	154	104	171	106	149	149	135	93	195	173	151	182	100	148	96	173	151	131	192
Kerr.....	N. C.	205	166	150	100	167	102	145	145	131	89	191	169	147	178	96	144	92	169	147	127	188
Tomahawk.....	N. C.	200	161	145	95	162	97	140	140	126	84	186	164	142	173	91	139	87	164	142	122	183
Garland.....	N. C.	194	155	139	89	156	91	134	134	120	78	180	158	136	167	85	133	81	158	136	116	177
Parkersburg.....	N. C.	190	151	135	85	152	87	130	130	116	74	176	154	132	163	81	129	77	154	132	112	173
Wrights.....	N. C.	188	149	133	83	150	85	128	128	114	72	174	152	130	161	79	127	75	152	130	110	171
Mintz.....	N. C.	184	145	129	79	146	81	124	124	110	68	170	148	126	157	75	123	71	148	126	106	167
Roseboro.....	N. C.	181	142	126	76	143	78	121	121	107	65	167	145	123	154	72	120	68	145	123	103	164
Autryville.....	N. C.	172	133	117	67	134	69	112	112	98	56	158	136	114	145	63	111	59	136	114	94	155
Steadman.....	N. C.	169	130	114	64	131	66	109	109	95	53	155	133	111	142	60	108	56	133	111	91	152
Vander.....	N. C.	165	126	110	60	127	62	105	105	91	49	151	129	107	138	56	104	52	129	107	87	148
Fayetteville.....	N. C.	158	119	103	53	120	55	98	98	84	42	144	122	100	131	49	97	45	122	100	80	141
Princes.....	N. C.	148	109	93	43	110	45	88	88	74	32	134	112	90	121	39	87	35	112	90	70	131
Manchester.....	N. C.	146	107	91	41	108	43	86	86	72	30	132	110	88	119	37	85	33	110	88	68	129
Spout Springs.....	N. C.	140	101	85	35	102	37	80	80	66	24	126	104	82	113	31	79	27	104	82	62	123
Olivia.....	N. C.	133	94	78	28	95	30	73	73	59	17	119	97	75	106	24	72	20	97	75	55	116
Swanns.....	N. C.	131	92	76	26	93	28	71	71	57	15	117	95	73	104	22	70	18	95	73	53	114
Jonesboro.....	N. C.	125	86	70	20	87	22	65	65	51	9	111	89	67	98	16	64	12	89	67	47	108
Sanford.....	N. C.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
HOPE MILLS TO HASTY																						
Hope Mills.....	N. C.	164	125	109	59	126	61	104	104	90	48	150	128	106	137	55	103	51	128	106	86	147
McNatts.....	N. C.	173	134	118	68	135	70	113	113	99	57	159	137	115	146	64	112	60	137	115	95	156
Lumber Bridge.....	N. C.	175	136	120	70	137	72	115	115	101	59	161	139	117	148	66	114	62	139	117	97	153
Shannon.....	N. C.	180	141	125	75	142	77	120	120	106	64	166	144	122	153	71	119	67	144	122	102	168
Red Springs.....	N. C.	183	144	128	78	145	80	123	123	109	67	169	147	125	156	74	122	70	147	125	105	166
Wakulla.....	N. C.	188	149	133	83	150	85	128	128	114	72	174	152	130	161	79	127	75	152	130	110	171
Floral College.....	N. C.	192	153	137	87	154	89	132	132	118	76	178	156	134	165	83	131	79	156	134	114	175
Maxton.....	N. C.	195	156	140	90	157	92	135	135	121	79	181	159	137	168	86	134	82	159	137	117	178
Cameron.....	N. C.	198	159	143	93	160	95	138	138	124	82	184	162	140	171	89	137	85	162	140	120	181
Johns.....	N. C.	201	162	146	96	163	98	141	141	127	85	187	165	143	174	92	140	88	165	143	123	184
Hasty.....	N. C.	203	164	148	98	165	100	143	143	129	87	189	167	145	176	94	142	90	167	145	125	186



ATLANTIC COAST LINE RAILROAD—Continued.  
TABLE OF DISTANCES, IN MILES—Continued.

FROM	Liberty, N. C.	Lineberry, N. C.	Madison, N. C.	Millboro, N. C.	Mitchell, N. C.	Mount Airy, N. C.	Ore Hill, N. C.	Pilot Mountain, N. C.	Pinnacle, N. C.	Pleasant Garden, N. C.	Ramseur, N. C.	Red Cross, N. C.	Rocky Springs, N. C.	Rural Hall, N. C.	Siler City, N. C.	Staley, N. C.	Stokesdale, N. C.	Straders, N. C.	Summerfield, N. C.	Vandalia, N. C.	Walnut Cove, N. C.	
WILMINGTON TO SANFORD																						
Wilmington .....	N. C.	157	172	210	177	207	250	141	236	231	173	186	170	203	220	145	153	199	205	192	176	210
Richards .....	N. C.	147	162	200	167	197	240	131	226	221	163	176	160	193	210	135	143	189	195	182	166	200
Montague .....	N. C.	141	156	194	161	191	234	125	220	215	157	170	154	187	204	129	137	183	189	176	160	194
Currie .....	N. C.	138	153	191	158	188	231	122	217	212	154	167	151	184	201	126	134	180	186	173	157	191
Rooks .....	N. C.	135	150	188	155	185	228	119	214	209	151	164	148	181	198	123	131	177	183	170	154	188
Atkinson .....	N. C.	132	147	185	152	182	225	116	211	206	148	161	145	178	195	120	128	174	180	167	151	185
Rankin .....	N. C.	131	146	184	151	181	224	115	210	205	147	160	144	177	194	119	127	173	179	165	150	184
Ivanhoe .....	N. C.	124	139	177	144	174	217	108	203	198	140	153	137	170	187	112	120	166	172	159	143	177
Kerr .....	N. C.	120	135	173	140	170	213	104	199	194	136	149	133	166	183	108	116	162	168	155	139	173
Tomahawk .....	N. C.	115	130	168	135	165	208	99	194	189	131	144	128	161	178	103	111	157	163	150	134	168
Garland .....	N. C.	109	124	162	129	159	202	93	188	183	125	138	122	155	172	97	105	151	157	144	128	162
Parkersburg .....	N. C.	105	120	158	125	155	198	89	184	179	121	134	118	151	168	93	101	147	153	140	124	158
Wrights .....	N. C.	103	118	156	123	153	196	87	182	177	119	132	116	149	166	91	99	145	151	138	122	156
Mintz .....	N. C.	99	114	152	119	149	192	83	178	173	115	128	112	145	162	87	95	141	147	134	118	152
Roseboro .....	N. C.	96	111	149	116	146	189	80	175	170	112	125	109	142	159	84	92	138	144	131	115	149
Autryville .....	N. C.	87	102	140	107	137	180	71	166	161	103	116	100	133	150	75	83	129	135	122	106	140
Steadman .....	N. C.	84	99	137	104	134	177	68	163	158	100	113	97	130	147	72	80	126	132	119	103	137
Vander .....	N. C.	80	95	133	100	130	173	64	159	154	96	109	93	126	143	68	76	122	128	115	99	133
Fayetteville .....	N. C.	73	88	126	93	123	166	57	152	147	89	102	86	119	136	61	69	115	121	108	92	126
Princes .....	N. C.	63	78	116	83	113	156	47	142	137	79	92	76	109	126	51	59	105	111	98	82	116
Manchester .....	N. C.	61	76	114	81	111	154	45	140	135	77	90	74	107	124	49	57	103	109	96	80	114
Spout Springs .....	N. C.	55	70	108	73	105	148	39	134	129	71	84	68	101	118	43	51	97	103	90	74	108
Olivia .....	N. C.	48	63	101	66	98	141	32	127	122	64	77	61	94	111	36	44	90	96	83	67	101
Swanns .....	N. C.	46	61	99	64	96	139	30	125	120	62	75	59	92	109	34	42	88	94	81	65	99
Jonesboro .....	N. C.	40	55	93	58	90	133	24	119	114	56	69	53	86	103	28	36	82	88	75	59	93
Sanford .....	N. C.																					
HOPE MILLS TO HASTY																						
Hope Mills .....	N. C.	79	94	132	99	129	172	63	158	153	95	108	92	125	142	67	75	121	127	114	98	132
McNatts .....	N. C.	88	103	141	108	138	181	72	167	162	104	117	101	134	151	76	84	130	136	123	107	141
Lumber Bridge .....	N. C.	90	105	143	110	140	183	74	169	164	106	119	103	136	153	78	86	132	138	125	109	143
Shannon .....	N. C.	95	110	148	115	145	188	79	174	169	111	124	108	141	158	83	91	137	143	130	114	148
Red Springs .....	N. C.	98	113	151	118	148	191	82	177	172	114	127	111	144	161	86	94	140	146	133	117	151
Wakulla .....	N. C.	103	118	156	123	153	196	87	182	177	119	132	116	149	166	91	99	145	151	138	122	156
Floral College .....	N. C.	107	122	160	127	157	200	91	186	181	123	136	120	153	170	95	103	149	155	142	126	160
Maxton .....	N. C.	110	125	163	130	160	203	94	189	184	126	139	125	156	173	98	106	152	158	145	129	163
Cameron .....	N. C.	113	128	166	133	163	206	97	192	187	129	142	126	159	176	101	109	155	161	148	132	166
Johns .....	N. C.	116	131	169	136	166	209	100	195	190	132	145	129	162	179	104	112	158	164	151	135	169
Hasty .....	N. C.	118	133	171	138	168	211	102	197	192	134	147	131	164	181	106	114	160	166	153	137	171

## NORFOLK SOUTHERN RAILROAD.

(The rates and charges published for this Company are subject to the increases published on pages 183-189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## TABLE OF CLASS RATES, IN CENTS.

APPLIES LOCALLY AND INTERDIVISIONALLY BETWEEN ALL STATIONS.

Distances	Per 100 Pounds											Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per 100 Lbs., C. L.				
	1	2	3	4	5	6	A	B	*C	*D	E				*F	H	K	L	M
5 miles and under.....	13	11	9	8	7	6	4	6	6	4	7	11	8	3½	55	58	5	3.9	2.4
10 miles and over 5.....	17	14	12	10	9	7	6	7	7	6	9	13	10	4½	66	74	5½	4.4	2.9
15 miles and over 10.....	20	17	14	12	10	8	7	8	8	7	10	15	12	5	77	88	6	5	3.3
20 miles and over 15.....	23	20	18	14	11	9	8	9	9	8	11	18	14	5½	83	102	6.6	5½	3½
25 miles and over 20.....	26	22	20	15	12	10	9	10	10	9	12	20	15	6	88	118	7.7	6	4.2
30 miles and over 25.....	30	25	22	18	13	11	9	11	11	9	13	22	18	6½	94	118	8.8	6	4.6
35 miles and over 30.....	32	28	24	19	14	11	10	12	11	10	14	22	19	6½	99	132	9.4	6.6	5.1
40 miles and over 35.....	34	29	24	30	15	12	10	12	11	10	15	22	20	7	105	132	9.9	6.6	5.3
45 miles and over 40.....	36	30	25	21	15	12	11	13	12	10	15	24	21	7	110	146	10.5	7.2	5.3
50 miles and over 45.....	39	31	26	22	17	13	11	13	12	10	17	24	22	7	110	146	11	7.2	5.3
55 miles and over 50.....	40	32	28	22	18	13	12	14	12	11	18	24	22	7½	116	162	11.6	7.7	5.7
60 miles and over 55.....	41	33	28	23	18	14	12	14	12	11	18	24	23	7½	116	162	12.1	7.7	5.7
65 miles and over 60.....	42	34	30	23	19	14	13	15	13	11	19	26	23	7½	121	176	12.7	8½	5.7
70 miles and over 65.....	43	35	31	24	19	15	13	15	13	11	19	26	23	8	121	176	13.2	8½	6.2
75 miles and over 70.....	44	36	32	24	20	15	13	17	13	11	20	26	24	8	125	176	13½	8.8	6.2
80 miles and over 75.....	45	37	32	24	20	16	14	17	14	12	20	28	24	8	125	190	14.3	8.8	6.2
85 miles and over 80.....	45	37	32	24	20	17	14	17	14	12	20	29	24	8½	127	190	14½	9	6.4
90 miles and over 85.....	46	38	33	25	20	17	14	17	14	12	20	29	25	8½	127	195	14½	9	6.4
95 miles and over 90.....	46	38	33	25	20	17	14	17	14	12	20	29	25	8½	127	195	14½	9	6.4
100 miles and over 95.....	47	39	34	25	21	17	15	17	15	13	21	30	25	9	130	195	14½	9	6.4
110 miles and over 100.....	47	40	34	25	21	17	15	17	15	13	21	30	25	9	130	197	15	9½	6.4
120 miles and over 110.....	49	42	34	26	21	18	15	18	15	13	21	30	26	9	130	200	15½	10	6.8
130 miles and over 120.....	51	44	35	26	21	18	15	18	15	14	22	31	26	9	135	200	16	10	6.8
140 miles and over 130.....	53	45	36	26	22	18	16	19	16	14	22	32	26	9	135	213	16½	10½	7.2
150 miles and over 140.....	55	47	37	27	22	18	16	19	17	14	22	34	27	9	140	213	17	10½	7.6
160 miles and over 150.....	57	48	39	29	24	19	16	20	17	14	24	34	29	9½	140	213	17	11	7.6
170 miles and over 160.....	59	49	40	30	26	20	17	20	18	15	26	36	30	9½	150	225	17½	11	8
180 miles and over 170.....	60	50	41	31	26	20	17	21	18	15	26	36	31	10	150	225	17½	11½	8
190 miles and over 180.....	61	51	42	32	28	21	17	21	18	15	28	36	32	10	155	225	18	11½	8.4
200 miles and over 190.....	62	52	43	33	29	22	17	21	19	16	29	38	33	10½	155	225	18½	12	8.4
210 miles and over 200.....	63	53	44	34	29	22	17	22	19	16	29	38	34	10½	160	225	19	12	8.8
220 miles and over 210.....	64	54	45	35	30	23	18	23	20	17	30	40	35	11	160	225	19½	12½	8.8
230 miles and over 220.....	64	54	45	35	30	23	18	23	20	17	30	40	35	11	165	225	20	12½	9.2
240 miles and over 230.....	65	55	45	35	30	23	18	24	21	18	30	42	35	11½	165	225	20	13	9.2
250 miles and over 240.....	65	55	45	36	30	23	18	24	21	18	30	42	36	11½	170	225	20	13	9.2
260 miles and over 250.....	65	55	45	36	30	23	18	24	22	19	30	44	36	12	170	225	20	13½	9.6
270 miles and over 260.....	66	56	46	36	31	23	18	24	22	19	31	44	36	12	175	225	20	13½	9.6
280 miles and over 270.....	66	56	46	36	31	23	18	24	23	20	31	46	36	12½	175	225	20	14	9.6
290 miles and over 280.....	67	57	47	37	31	24	18	24	23	20	31	46	37	13	185	225	20	14½	10
300 miles and over 300.....	68	58	48	38	31	24	18	24	23	20	31	46	38	14	195	225	20	15	10½
320 miles and over 320.....	68	58	48	38	31	24	18	24	23	20	31	46	38	14	200	225	20	15	10½
340 miles and over 340.....	68	58	48	38	32	24	18	24	23	20	32	46	38	15	200	225	20	15	11½
360 miles and over 360.....	68	58	48	38	33	25	18	24	23	20	33	46	38	15	200	225	20	15	11½
400 miles and over 380.....	68	58	48	38	33	25	18	24	23	20	33	46	38	15	200	225	20	15	12
420 miles and over 400.....	68	58	48	38	33	25	18	24	23	20	33	46	38	15	200	225	20	15	12½
440 miles and over 420.....	68	58	48	38	33	25	18	24	23	20	33	46	38	15	200	225	20	15	12½
460 miles and over 440.....	68	58	48	38	33	25	18	24	23	20	33	46	38	15	200	225	20	15	12½
480 miles and over 460.....	68	58	48	38	33	25	18	24	23	20	33	46	38	15	200	225	20	15	12½
500 miles and over 480.....	68	58	48	38	33	25	18	24	23	20	33	46	38	15	200	225	20	15	12½

\*Classes C, D, and F, carload shipments, 20 per cent less than rates shown, including Hay in straight or mixed carloads with Grain or Grain Products other than Flour.



## NORFOLK SOUTHERN RAILROAD—Continued.

## TABLE OF COMMODITY RATES, IN CENTS.

(Applies locally between Stations on Beaufort Division.)

Distances	Per 100 Pounds		Oyster Shells, Per Car of 20,000 Pounds Excess in Proportion	Distances	Per 100 Pounds		
	Baskets, Fruit and Vegetables, Carload Minimum 15,000 Pounds				Naval Stores, viz.:		
	C.L.	L.C.L.			Rosin, Pitch, Tar	Crude Turpentine	Spirits Turpentine
5 miles and under.....	5	8	425	7 miles and under.....	4½	4½	5
10 miles and over 5.....	6	11	580	12 miles and over 7...	4½	4½	5
15 miles and over 10.....	8	14	700	17 miles and over 12...	5	5	7½
20 miles and over 15.....	8	16	760	22 miles and over 17...	5¼	5¼	9
25 miles and over 20.....	9	18	840	27 miles and over 22...	5½	5½	9
30 miles and over 25.....	9	20	900	32 miles and over 27...	5½	5½	9
35 miles and over 30.....	10	22	900	37 miles and over 32...	5½	5½	10
40 miles and over 35.....	10	22	960	42 miles and over 37...	6	6	10½
45 miles and over 40.....	11	24	960	47 miles and over 42...	8	8	12½
50 miles and over 45.....	11	24	1000	52 miles and over 47...	8	8	12½
55 miles and over 50.....	12	26	1000	57 miles and over 52...	8½	8½	13
60 miles and over 55.....	12	26	1050	62 miles and over 57...	8½	8½	13
65 miles and over 60.....	13	28	1050	67 miles and over 62...	8½	8½	13½
70 miles and over 65.....	13	28	1100	72 miles and over 67...	8½	8½	14
75 miles and over 70.....	13	30	1150	77 miles and over 72...	8¾	8¾	15
80 miles and over 75.....	13	30	1200	82 miles and over 77...	8¾	8¾	15
85 miles and over 80.....	13½	31	1250	87 miles and over 82...	8¾	8¾	15
90 miles and over 85.....	13½	31	1300	92 miles and over 87...	9	9	15½
95 miles and over 90.....	13½	32	1350	97 miles and over 92...	9	9	15½
100 miles and over 95.....	13½	32	1400	100 miles and over 97...	10	10	16

## TABLE OF COMMODITY RATES.

(Applies locally and interdivisionally between Norfolk Southern Railroad Stations East of Raleigh N. C. (including Raleigh, N. C.)

(Except will not apply locally between stations on Beaufort Division.)

Will also apply between Norfolk Southern Railroad Stations as follows: Raleigh, N. C., and station East thereof, and Stations West of Raleigh, N. C.)

Distances	Salt, Carload Minimum 20,000 Pounds, in Cents Per Ton 2,000 Pounds	Distances	Salt, Carload Minimum 20,000 Pounds, in Cents Per Ton 2,000 Pounds
5 miles and under.....	70	70 miles and over 65.....	150
10 miles and over 5.....	80	75 miles and over 70.....	160
15 miles and over 10.....	90	80 miles and over 75.....	160
20 miles and over 15.....	100	85 miles and over 80.....	170
25 miles and over 20.....	110	90 miles and over 85.....	170
30 miles and over 25.....	110	95 miles and over 90.....	180
35 miles and over 30.....	120	100 miles and over 95.....	180
40 miles and over 35.....	120	110 miles and over 100.....	190
45 miles and over 40.....	130	120 miles and over 110.....	200
50 miles and over 45.....	130	130 miles and over 120.....	200
55 miles and over 50.....	140	140 miles and over 130.....	210
60 miles and over 55.....	140	150 miles and over 140.....	210
65 miles and over 60.....	150	160 miles and over 150.....	220

## NORFOLK SOUTHERN RAILROAD—Continued.

## TABLE OF COMMODITY RATES.

(Applies locally and interdivisionally between all stations.)

Distances	Coal, C. L., Minimum Weight 30,000 Pounds, in Cents Per Ton 2,000 Pounds	Cotton, in Bales, in Cents Per 100 Pounds	Fertilizers, C. L., Minimum 24,000 Pounds, in Cents Per Ton 2,000 Pounds	Firewood, Released, Loaded and Unloaded by Shipper or Consignee, Minimum C. L., 10 cords, in Cents Per Cord	Ground Limestone (for Acid Soil Treatment), C. L., Minimum 30 Net Tons, in Cents Per Ton 2,000 Pounds	Lumber, Minimum Weight 24,000 Pounds, C. L., in Cents Per 100 Pounds	Molasses, in Hogsheads and Barrels, in Cents Per 100 Pounds	Tobacco, Leaf, in Hogsheads or Tierces, in Cents Per 100 Pounds
5 miles and under.....	35	8	60	50	33	2½	4	7
10 miles and over 5.....	50	10	80	50	33	3	5	8
15 miles and over 10.....	55	12	94	55	47	3½	5½	10
20 miles and over 15.....	60	14	105	60	47	4	6	12
25 miles and over 20.....	65	15	116	60	53	4	6½	14
30 miles and over 25.....	70	17	120	60	53	4½	7	15
35 miles and over 30.....	75	18	127	70	60	4½	7½	16
40 miles and over 35.....	80	19	130	70	60	4½	8	17
45 miles and over 40.....	85	20	138	80	67	5	8½	17
50 miles and over 45.....	90	21	140	80	67	5	9	18
55 miles and over 50.....	90	22	149	90	73	5	9	18
60 miles and over 55.....	90	23	150	90	73	5½	10	19
65 miles and over 60.....	95	24	160	90	73	5½	10	20
70 miles and over 65.....	95	24	160	90	73	5½	11	20
75 miles and over 70.....	100	25	170	100	80	6	11	20
80 miles and over 75.....	105	25	170	100	80	6	12	20
85 miles and over 80.....	109	25	175	100	87	6	12	21
90 miles and over 85.....	109	25	175	100	87	6	13	21
95 miles and over 90.....	114	26	180	110	93	6½	13	21
100 miles and over 95.....	114	26	180	110	93	6½	14	21
110 miles and over 100.....	114	26	185	110	93	6½	15	21
120 miles and over 110.....	117	27	190	120	100	7	16	21
130 miles and over 120.....	120	28	195	120	107	7	17	22
140 miles and over 130.....	123	29	200	130	107	7	18	22
150 miles and over 140.....	126	30	210	130	113	7½	18	24
160 miles and over 150.....	129	31	220	140	113	7½	19	24
170 miles and over 160.....	132	32	225	140	120	7½	19	24
180 miles and over 170.....	135	33	230	-----	127	8	20	24
190 miles and over 180.....	138	34	235	-----	127	8	20	25
200 miles and over 190.....	141	35	240	-----	133	8	20	25
210 miles and over 200.....	144	36	245	-----	133	8½	21	25
220 miles and over 210.....	147	36	250	-----	140	8½	21	25
230 miles and over 220.....	150	37	255	-----	140	8½	21	25
240 miles and over 230.....	153	37	260	-----	147	8½	22	25
250 miles and over 240.....	156	38	265	-----	147	9	22	26
260 miles and over 250.....	159	38	270	-----	147	9	22	26
270 miles and over 260.....	162	39	275	-----	153	9	22	26
280 miles and over 270.....	165	39	280	-----	153	9	23	26
290 miles and over 280.....	168	40	290	-----	160	9½	23	-----
300 miles and over 290.....	171	40	290	-----	160	9½	23	-----
310 miles and over 300.....	174	41	300	-----	-----	10	23	-----
320 miles and over 310.....	177	41	300	-----	-----	10	23	-----
330 miles and over 320.....	180	42	310	-----	-----	10½	24	-----
340 miles and over 330.....	183	42	310	-----	-----	10½	24	-----
350 miles and over 340.....	186	43	320	-----	-----	11	24	-----
360 miles and over 350.....	189	43	320	-----	-----	11	24	-----
370 miles and over 360.....	192	43	330	-----	-----	11½	24	-----



## NORFOLK SOUTHERN RAILROAD—Continued.

TABLE OF COMMODITY RATES—Continued.

Distances	Coal, C. L., Minimum Weight 30,000 Pounds, in Cents Per Ton 2,000 Pounds	Cotton, in Bales, in Cents Per 100 Pounds	Fertilizers, C. L., Minimum 24,000 Pounds, in Cents Per Ton 2,000 Pounds	Firewood, Released, Loaded and Unloaded by Shipper or Consignee, Minimum C. L. 10 Cords, in Cents Per Cord	†Ground Limestone (for Acid Soil Treatment), C. L., Mini- mum 30 Net Tons, in Cents Per Ton 2,000 Pounds	Lumber, Minimum Weight 24,000 Pounds, C. L., in Cents Per 100 Pounds	Molasses, in Hogsheads and Barrels, in Cents Per 100 Pounds	Tobacco, Leaf, in Hogs- heads or Tierces, in Cents Per 100 Pounds
380 miles and over 370.....	195	43	330	-----	-----	11½	24	-----
400 miles and over 380.....	-----	44	340	-----	-----	12	25	-----
420 miles and over 400.....	-----	44	350	-----	-----	12	25	-----
440 miles and over 420.....	-----	45	350	-----	-----	12½	25	-----
460 miles and over 440.....	-----	45	360	-----	-----	12½	25	-----
480 miles and over 460.....	-----	45	360	-----	-----	13	26	-----
500 miles and over 480.....	-----	45	370	-----	-----	13	26	-----

†Rates on ground Limestone are not subject to deduction in making joint rates to or from points in North Carolina.

## NORFOLK SOUTHERN RAILROAD—Continued.

## TABLE OF COMMODITY RATES.

(Applies locally and interdivisionally between all stations.)

Distances	Brick, Carload Minimum 10,000 Brick, in Cents Per 1,000 Brick	Cotton Seed and Cotton- seed Hulls, Carload Mini- mum 20,000 Pounds, in Cents Per Ton of 2,000 Pounds		Sand and Loam Soil, in Cents Per Car of 40,000 Pounds, Ex- cess in Proportion	Distances	Clay Gravel (Unwashed), Carload Minimum Marked Capacity of Cars, Except Where Cars are Loaded to Full Visible Capacity, in which Case Actual Weight Will be Charged for. In Cents Per Ton 2,000 Pounds.*
		C. L.	L. C. L.			
7 miles and under.....	65	60	75	500	12 miles and under.....	25
12 miles and over 7.....	90	70	87½	650	22 miles and over 12.....	30
17 miles and over 12.....	95	80	100	750	32 miles and over 22.....	35
22 miles and over 17.....	100	80	100	850	42 miles and over 32.....	40
27 miles and over 22.....	105	90	112½	950	52 miles and over 42.....	45
32 miles and over 27.....	110	90	112½	1050	62 miles and over 52.....	49
37 miles and over 32.....	115	95	118½	1150	72 miles and over 62.....	53
42 miles and over 37.....	120	95	118½	1200	82 miles and over 72.....	57
47 miles and over 42.....	125	100	125	1200	92 miles and over 82.....	61
52 miles and over 47.....	130	100	125	1200	100 miles and over 92.....	65
57 miles and over 52.....	135	105	131½	1300	120 miles and over 100.....	70
62 miles and over 57.....	140	110	131½	1300	140 miles and over 120.....	75
67 miles and over 62.....	145	110	137½	1300	160 miles and over 140.....	80
72 miles and over 67.....	150	110	137½	1400	180 miles and over 160.....	85
77 miles and over 72.....	155	115	143½	1400	200 miles and over 180.....	90
82 miles and over 77.....	160	115	143½	1400	220 miles and over 200.....	93
87 miles and over 82.....	165	120	150	1500	240 miles and over 220.....	96
92 miles and over 87.....	170	120	150	1500	260 miles and over 240.....	99
97 miles and over 92.....	175	125	156½	1500	280 miles and over 260.....	102
100 miles and over 97.....	180	125	156½	1600	300 miles and over 280.....	105
110 miles and over 100.....	195	130	162½	1600	325 miles and over 300.....	109
120 miles and over 110.....	195	130	162½	1700	350 miles and over 325.....	113
130 miles and over 120.....	210	135	168½	1800	375 miles and over 350.....	117
140 miles and over 130.....	210	135	168½	1800	400 miles and over 375.....	120
150 miles and over 140.....	225	140	175	1900		
160 miles and over 150.....	225	140	175	1900		
170 miles and over 160.....	240	145	181½	2000		
180 miles and over 170.....	240	145	181½	2000		
190 miles and over 180.....	265	150	187½	2100		
200 miles and over 190.....	265	150	187½	2100		
210 miles and over 200.....	280	155	193½	2200		
220 miles and over 210.....	280	155	193½	2200		
230 miles and over 220.....	295	160	200	2300		
240 miles and over 230.....	295	160	200	2300		
250 miles and over 240.....	310	165	206½	2300		
260 miles and over 250.....	310	165	206½	2400		
270 miles and over 260.....	325	170	212½	2400		
280 miles and over 270.....	325	170	212½	2400		
300 miles and over 280.....	340	175	218½	2500		
320 miles and over 300.....	-----	180	225	2600		
340 miles and over 320.....	-----	185	231½	2700		
350 miles and over 340.....	-----	190	237½	2800		
360 miles and over 350.....	-----	-----	-----	2800		
380 miles and over 360.....	-----	-----	-----	2900		
400 miles and over 380.....	-----	-----	-----	3000		

\*Rates named on Clay Gravel (unwashed) are to be used exclusively in the building of public roads or highways in the State of North Carolina, in which the State, towns or counties have an interest.



## NORFOLK SOUTHERN RAILROAD—Continued.

## TABLE OF COMMODITY RATES.

(Applies locally and interdivisionally between all stations.)

LOGS, ROUGH, CARLOAD 40,000 POUNDS, IN CENTS PER CAR.

Distances	Rate	Distances	Rate
10 miles.....	*500	230 miles and over 220.....	2400
20 miles.....	*600	240 miles and over 230.....	2400
30 miles.....	*700	250 miles and over 240.....	2500
40 miles.....	*800	260 miles and over 250.....	2500
50 miles.....	*900	270 miles and over 260.....	2600
60 miles.....	*1000	280 miles and over 270.....	2600
70 miles.....	*1100	290 miles and over 280.....	2700
80 miles.....	*1200	300 miles and over 290.....	2700
90 miles.....	*1300	310 miles and over 300.....	2750
100 miles.....	*1400	320 miles and over 310.....	2750
110 miles and over 100.....	1500	330 miles and over 320.....	2800
120 miles and over 110.....	1600	340 miles and over 330.....	2800
130 miles and over 120.....	1700	350 miles and over 340.....	2850
140 miles and over 130.....	1800	360 miles and over 350.....	2850
150 miles and over 140.....	1900	370 miles and over 360.....	2900
160 miles and over 150.....	2000	380 miles and over 370.....	2900
170 miles and over 160.....	2100	400 miles and over 380.....	3000
180 miles and over 170.....	2100	420 miles and over 400.....	3050
190 miles and over 180.....	2200	440 miles and over 420.....	3100
200 miles and over 190.....	2200	460 miles and over 440.....	3150
210 miles and over 200.....	2300	480 miles and over 460.....	3200
220 miles and over 210.....	2300	500 miles and over 480.....	3250

\*When rates are not shown for exact distance, the charge shall not exceed the rates for the nearest distance. In cases where the haul is equi-distance the charge shall be based on the next higher distance.

## TABLE OF COMMODITY RATES.

(Applies locally and interdivisionally between all stations on the Aberdeen & Asheboro and Durham & Charlotte Divisions.)

IN CENTS PER HUNDRED POUNDS.

Distances	Naval Stores, viz.:		Distances	Naval Stores, viz.:	
	Rosin, Tar, Pitch, Crude Turpentine	Spirits Turpentine		Rosin, Tar, Pitch, Crude Turpentine	Spirits Turpentine
7 miles and under.....	4	4	52 miles and over 47.....	9	9
12 miles and over 7.....	5	5	57 miles and over 52.....	9	9
17 miles and over 12.....	5	5	62 miles and over 57.....	10	10
22 miles and over 17.....	6	6	67 miles and over 62.....	10	10
27 miles and over 22.....	6	6	72 miles and over 67.....	10	10
32 miles and over 27.....	7	7	77 miles and over 72.....	11	11
37 miles and over 32.....	7	7	82 miles and over 77.....	11	11
42 miles and over 37.....	8	8	85 miles and over 82.....	11	12
47 miles and over 42.....	8	8			

Effective August 23, 1916.

## SEABOARD AIR LINE RAILWAY COMPANY.

(Standard Freight Tariff.)

## SOUTHERN RAILWAY COMPANY.

(Standard Freight Tariff.)

## ABERDEEN AND ROCKFISH RAILROAD.

## CLASS AND COMMODITY RATES.

Distances	Per 100 Pounds											Per Bbl.	Per 100 Lbs.	Per Ton, as Per Classification		Per Car, as Per Classification, Excess in Proportion					
	1	2	3	4	5	6	A	B	C	D	E			H	F	K	L	M	N	O	P
7 miles and under	17½	15	12½	10	9	7½	6½	7½	7½	6½	9	9	14	6½	80	110	1250	1150	750		
12 miles and over 7	22½	20	16½	14	12½	9	7½	9	9	7½	11½	12½	16½	7½	90	120	1400	1250	900		
17 miles and over 12	27½	22½	19	16½	14	10	9	10	10	9	12½	15	19	7½	100	130	1500	1400	1000		
22 miles and over 17	31½	27½	24	20	15	12½	10	12½	12½	10	14	16½	21½	9	110	130	1650	1400	1150		
27 miles and over 22	36½	30	27½	21½	16½	14	12½	14	14	12½	16½	19	24	9	120	140	1750	1500	1250		
32 miles and over 27	40	35	30	24	17½	15	12½	15	15	12½	17½	21½	26½	10	130	160	2150	1650	1400		
37 miles and over 32	44	37½	31½	25	20	15	14	16½	15	14	19	24	26½	10	140	170	2400	1900	1500		
42 miles and over 37	46½	39	32½	27½	21½	16½	14	16½	15	14	19	24	27½	11½	150	170	2500	1900	1650		
47 miles and over 42	50	40	35	29	21½	16½	15	17½	16½	14	20	25	27½	11½	150	180	2500	2000	1650		



# INTRASTATE FREIGHT RATES

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## CLASS AND COMMODITY RATES—Continued.

Distances	Brick, Carloads, Minimum 10,000 Brick, Per 1,000 Brick	Cement, Carloads, Per 100 Pounds	Coal, Carloads, Minimum Weight 30,000 Pounds, Per Ton 2,000 Pounds	Cotton, in Bales, Per 100 Pounds (See (Note))	Cotton Seed and Cottonseed Hulls, Per Ton 2,000 Pounds (See (Note))		Fertilizer, Carloads, Minimum Weight 20,000 Pounds, Per Ton 2,000 Pounds (See (Note))	Gravel, Carloads, Minimum Weight 40,000 Pounds, Per Ton 2,000 Pounds	Lime, Carloads, Per 100 Pounds	Limestone, Ground, Carloads, Minimum Weight 30 Net Tons, Per Ton 2,000 Pounds	Logs, Rough, viz.: Dogwood, Hickory, Maple, Birch and Other Hardwood Logs, Per Car 40,000 Lbs., Excess in Proportion	Lumber, Carloads, Minimum Weight 24,000 Pounds, Per 100 Pounds	Rosin, Tar, Pitch and Crude Turpentine		Naval Stores, Per 100 Pounds	Calined, Per 100 Pounds	Cement, Per 100 Pounds	Wall, Per 100 Pounds	Sand and Loam Soil, Carloads, Per Car 40,000 Pounds, Excess in Proportion	Stone (Including Marble and Granite), Carloads, Rated Class P in Note 91 of Southern Classification, Per Car 30,000 Pounds, Excess in Proportion	Stone, Broken, Crushed, Ground or Pul- verized, Carloads, Rated 40 Per Cent Less than Class L in Note 91 of Southern Classification, Per Ton 2,000 Pounds	Tobacco, in Hogsheads or Tierces, Per 100 Pounds	Wood, Fire, Carloads, Minimum 12 Cords, Per Cord 128 Cubic Feet
					TC	TCT (Note)																	
5 miles and under	165	7	70	24	80	90	80	60	9	40	900	2½	7½	9	7	7	6½	650	1200	60	9	88	
7 miles and over 5	165	7	90	24	80	90	100	60	6	40	900	3	7½	9	7	7	6½	650	1200	60	9	90	
10 miles and over 7	190	8	90	24	90	110	100	70	7	40	900	3	7½	9	8	8	7½	800	1300	70	11½	90	
12 miles and over 10	190	8	90	24	90	110	130	70	7	60	900	4	7½	9	8	8	7½	800	1300	70	11½	100	
15 miles and over 12	195	8	90	26	100	130	130	70	7	60	900	4	9	10	8	8	7½	950	1400	70	14	100	
17 miles and over 15	195	8	100	26	100	130	140	70	7	60	900	4½	9	10	8	8	7½	950	1400	70	14	110	
20 miles and over 17	200	9	100	28	100	130	140	70	8	60	900	4½	10	11½	9	9	8½	1050	1500	70	16½	110	
22 miles and over 20	200	9	100	28	100	130	150	70	8	70	1000	4½	10	11½	9	9	8½	1050	1500	70	16½	110	
25 miles and over 22	205	9	100	29	110	140	150	80	8	70	1000	4½	11½	12½	9	9	8½	1200	1600	80	17½	110	
27 miles and over 25	205	9	110	29	110	140	150	80	8	70	1000	5	11½	12½	9	9	8½	1200	1600	80	17½	110	
30 miles and over 27	210	10	110	30	110	140	150	80	8½	70	1000	5	12½	14	10	10	9	1300	1700	80	19	110	
32 miles and over 30	210	10	110	30	110	140	160	80	8½	70	1000	5	12½	14	10	10	9	1300	1700	80	19	110	
35 miles and over 32	215	10	110	31	120	150	160	90	8½	80	1150	5	14	15	10	10	9	1450	1800	90	20	110	
37 miles and over 35	215	10	120	31	120	150	160	90	8½	80	1150	5	14	15	10	10	9	1450	1800	90	20	110	
40 miles and over 37	220	11	120	32	120	150	160	90	9½	80	1150	5	14	15	11	11	10	1500	1900	90	21½	110	
42 miles and over 40	220	11	130	32	120	150	180	90	9½	80	1200	5½	14	15	11	11	10	1500	1900	90	21½	120	
45 miles and over 42	225	11	130	33	130	160	180	90	9½	80	1200	5½	15	16½	11	11	10	1500	1900	90	22½	120	
47 miles and over 45	225	11	---	33	130	160	160	90	9½	80	1200	5½	15	16½	11	11	10	1500	1900	90	22½	---	

NOTE.—In making joint rates on intrastate traffic, above rates on fertilizer are subject to 20 per cent, and on Cotton, Cotton Seed and Cottonseed Hulls, 10 per cent reduction on traffic coming from or destined to points in North Carolina located on other lines.  
Effective June 25, 1918.

## APPALACHIAN RAILWAY.

## CLASS AND COMMODITY RATES PER HUNDRED POUNDS (ADVANCES).

Distance	1	2	3	4	5	6	A	B	C	D	K	L	M	N	O	P
7 miles and under.....	29	20	17½	14	12½	11½	10	10	10	7½	7½	6½	6½	7½	7½	4½
12 miles and over 7.....	37½	27½	25	20	16½	12½	11½	11½	11½	10	10	9	9	10	10	6½

Distance	Coal and Coke, Per Ton 2,000 Pounds, Carload, Minimum 30 Tons	Steel Rails and Fastenings, Per Ton 2,000 Pounds, Carload, Minimum 40,000 Pounds	Machinery, (All kinds), Per 100 Pounds, Carload Minimum 20,000 Pounds	Grain, Grain Products, and Hay, Per 100 Pounds, Carload Minimum 20,000 Pounds	Fertilizer, Cottonseed Meal and Hulls, Per 100 Pounds, Carload Minimum 20,000 Pounds	Crushed Rock and Sand, Per 100 Pounds, Carload Minimum 40,000 Pounds	Logs, Telephone and Telegraph Poles, Per 100 Pounds, Carload Minimum 40,000 Pounds	Brick, Carload Minimum 10,000 Brick	Lumber, Per 100 Pounds, Carload Minimum 30,000 Pounds	Cordwood, C. L., Acid, Fuel, or Pulp, Per Cord 160 Cubic Ft., Min. When in Cars 34 Ft. or Under in Length, 10 Cords; in Cars 36 Ft. and Over 34 Ft. in Length, 12 Cords; in Cars Over 36 Ft. in Length, 13 Cords
7 miles and under.....	60	90	7½	7½	6½	4	4	See Note 1	4½	81½
12 miles and over 7.....	*70	100	9	9	7½	5	5	See Note 1	6½	94

NOTE 1.—Apply following rates on Brick:

7 miles and under.....\$1.00 per 1,000 brick, plus 2 cents per 100 pounds.

12 miles and over 7.....\$1.20 per 1,000 brick, plus 2 cents per 100 pounds.

\*Rate of 80 cents per ton of 2,000 pounds will apply on Coke.

Effective June 25, 1918.

## ASHEVILLE AND EAST TENNESSEE RAILROAD.

## FREIGHT RATES

	80,000 Lbs. or Less	Over 80,000 Lbs.
Newbridge to Stony Knob.....	\$ 7.50	\$ 10.00
Newbridge to Grace.....	5.00	7.50
Newbridge to Brickdale.....	5.00	6.00
Stony Knob to Grace.....	9.00	-----
		Maximum Tonnage 30,000 Lbs.
Newbridge to Weaverville.....		\$ 9 00



## ATLANTIC AND CAROLINA RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## FREIGHT TARIFF.

Distances	Per 100 Pounds																Per Barrel	Per 100 Pounds	Per Ton, as Per Classification	Per Carload, as Per Classification, Excess in Proportion	Brick, Carloads 10,000 Brick Minimum, Per 1,000 Brick	Coal, Carloads, Minimum 15 Tons, Per Ton 2,000 Pounds	Cotton, in Bales	Cotton Seed and Cottonseed Hulls, C. L. 10 Tons Min., Per Ton 2,000 Lbs.	Fertilizers, Carloads 10 Tons Min., Per Ton 2,000 Pounds	Logs, All Kinds, Per Car of 40,000 Lbs. Excess in Proportion	Molasses, in Hogsheads or Barrels, Owner's Risk of Leakage	Wood, for Fuel Purposes, Carloads 10 Cords Minimum, Per Cord	Tobacco, Leaf, in Hogsheads or Tierces																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	1	2	3	4	5	6	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

Effective July 1, 1917.

## ATLANTIC AND WESTERN RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	Per 100 Pounds														Per Bbl.	Per 100 Pounds						
	1	2	3	4	5	6	A	B	C		D		E	H	F		K	L	M	N	O	P
									CL	LCL	CL	LCL			CL	LCL						
5 miles and under.....	16	13	10	9	8	7	5	7	5½	7	4	5	8	9	10	13	4	3	4	5½	4½	2½
10 and over 5.....	19	17	14	12	10	8	7	8	6½	8	5½	7	10	11	12	15	5	4	4½	6½	5	3½
15 and over 10.....	23	20	17	14	12	9	8	9	7	9	6½	8	12	14	14	18	6	5	5	7	5½	4
20 and over 15.....	27	23	21	17	13	10	9	10	8	10	7	9	13	17	17	21	6½	5½	6	8	6½	4½
25 and over 20.....	31	26	23	18	14	12	10	12	9½	12	8	10	14	18	19	23	7	6	6	9	7	5

## COMMODITY RATES, IN CENTS PER HUNDRED POUNDS.

Distances	Brick, Common, Per 1,000 Brick, C.L. Minimum 10,000 Brick		Coal, Per Ton 2,000 Lbs., C.L. Minimum Weight 30,000 Lbs.		Cross-ties, Per 100 Lbs., C. L. Minimum 24,000 Lbs.		Cotton, in Bales, Any Quantity		Cotton Seed and Cottonseed Hulls, Per Ton 2,000 Lbs.; C.L. Minimum 20,000 Lbs. (L.C.L. Shipments Must be Facked)		Fertilizer and Cottonseed Meal, Per Ton 2,000 Lbs., C.L. Minimum 24,000 Lbs.		Clay Gravel, Washed or Unwashed, Per Ton 2,000 Lbs., C.L. Minimum 40,000 Lbs.		Logs, Rough, per 100 Lbs., C.L. Minimum Weight 40,000 Lbs.		Lumber, Per 100 Lbs., C.L. Minimum Weight 24,000 Lbs.		Lime, Slacked, for Agricultural Purposes, in Bulk or Bags, Per Ton 2,000 Lbs., C. L. Min. Weight 24,000 Lbs.		Limestone, Ground or Pulverized, Per Ton of 2,000 Lbs., C.L. Minimum Weight 60,000 Lbs.		Tar and Crude Turpentine, in Bbls., Per 100 Lbs., C.L. Minimum 24,000 Lbs. (L.C.L. Rate 25% Higher)		Sand and Loam Soil, Per Ton 2,000 Lbs., C.L. Minimum 40,000 Lbs.		Tobacco, Leaf, in Hhds or Baskets, Any Quantity, in Cents Per 100 Lbs.		Firewood, Per Cord, Minimum C.L. 10 Cords		Wood, Pulp and Extract, Per Cord, C.L. Minimum 10 Cords	
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL
5 miles and under.....	65	35	4	7	65	75	65	72	25	1½	3	48	30	6	25	7	50	50														
10 and over 5..	90	50	5	9	75	87	85	96	30	1¾	4	64	40	6	30	9	50	50														
15 and over 10..	95	55	5½	11	85	100	105	120	35	2	4½	80	50	7	35	11	55	55														
20 and over 15..	100	60	6	13	85	100	115	132	40	2	5	88	55	8	40	13	60	60														
25 and over 20..	105	65	6	14	95	112	125	144	45	2½	5	96	60	9	45	14	70	70														

On interstate shipments the commodity rates named above on Cross Ties and Lumber are subject to a reduction of one-half (½) cent per hundred pounds. On Cotton Seed, Cottonseed Hulls, Fertilizer and Cottonseed Meal, a reduction of five (5) cents per ton.

Effective March 2, 1918.



## BLACK MOUNTAIN RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	Per 100 Pounds												Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Lbs.		Per Car		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P
7 miles and under...	18	15	12	10	9	8	8	8	7½	6	9	15	15	6	90	128	1350	1200	750
12 and over 7.....	27	20	17	14	12	11	9	9	9	7½	12	20	18	7½	105	143	1500	1350	975
17 and over 12.....	32	24	21	17	14	11	10	11	10½	9	13½	24	21	8½	113	150	1650	1500	1125
22 and over 17.....	36	27	24	20	15	12	11	12	12	10½	15	27	24	9	120	158	1800	1500	1275
27 and over 22.....	41	30	27	21	18	14	12	14	13½	12	18	30	27	9¾	135	173	2100	1650	1425

## COMMODITY RATE, PER ONE HUNDRED POUNDS, UNLESS OTHERWISE SPECIFIED.

Distances	Bark, Tan, C. L. Minimum Weight 20,000 Pounds		Brick, Common, C. L. Minimum 10,000 Brick, Per 1,000 Brick		Cement, Portland or Natural (Building), in Cloth or Paper Bags, or in Barrels, C. L. Minimum Weight 40,000 Pounds		Cotton, in Bales		Cotton Seed and Cottonseed Hulls, Per Ton 2,000 Pounds		Coal, C. L. Minimum Weight 30,000 Pounds, Per Ton 2,000 Pounds		Fertilizer, C. L. Minimum Weight 20,000 Pounds, Per Ton 2,000 Pounds		Fruit and Vegetables, viz.: Apples, Fresh, and Beets, Cabbage, Onions, Potatoes and Turnips, Fresh or Green, L. C. L.		Iron and Steel Articles, viz.: Railway Track Material, viz.: Angle Bars, Chairs, Fish Plates, Frogs, Splice Bars, Spikes, Switches, Switch Chairs, Switch Stands, Tie Plates, Track Braces and Rails (New or Second-hand), C. L. Min. Wt. 30,000 Lbs., Per Ton 2,000 Lbs.		Live Stock, Single Deck, Per Car 20,000 Pounds, Excess in Proportion		Live Stock, Double Deck, Per Car 20,000 Pounds, Excess in Proportion		Logs, All Kinds, Per Car 40,000 Pounds, Excess in Proportion		Lumber and Articles Taking Same Rates, C. L. Minimum Weight 24,000 Pounds		Soil, Sand, and Loam, Per Car 24,000 Pounds, Excess in Proportion		Wood, Cord, C. L. Minimum 10 Cords, Per Cord of 128 Cubic Feet		Wood, Pulp and Extract, C. L. Minimum 10 Cords, Per Cord of 128 Cubic Feet		
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	
7 miles and under.....	4	135	6	9	60	75	40	75	5																								
12 and over 7...	4	150	7½	9	70	87	50	90	7								80																
17 and over 12...	4½	165	8½	11	80	100	60	100	7½								80																
22 and over 17...	5	175	9	13	80	100	65	110	8								80																
27 and over 22...	5	185	9½	14	90	112	70	120	9								80																
																		1350	1688	750													
																		1500	1875	900													
																		1650	2063	1025													
																		1800	2250	1150													
																		2100	2625	1275													
											</																						

Effective November 5, 1917.

## BONLEE AND WESTERN RAILWAY.

## CLASS AND COMMODITY RATES. (Advances.)

Distances	Per 100 Pounds												Per Bbl.	Per 100 Pounds								
	1	2	3	4	5	6	A	B	C		D		E	H	F		K	L	M	N	O	P
									CL	LCL	CL	LCL			CL	LCL						
6 miles and under...	25	21½	19	16	13	11	9	10	7½	7½	6½	6½	9	10	11½	12½	5	4½	5½	4½	4	3
12 miles and over 6...	25	21½	19	16	13	11	9	10	8	9	7½	8	11½	12½	16½	17½	7	5	6½	5	5	5

Distances	Brick, Common, C. L., Minimum 10,000	Brick, Per 1,000 Brick	Brick, Fire and Virified, C. L., Per 100 Pounds	Cement, in Bags, Actual Weight; in Barrels, Estimated Weight; Portland, 400 Pounds; N. O. S., 300 Pounds Per Barrel, C. L. Minimum Weight 40,000 Pounds, Per 100 Pounds	Coal, C. L., Minimum Weight 30,000 Pounds, Per Ton 2,000 Pounds	Crossies, C. L., Minimum Weight 24,000 Pounds, Per 100 Pounds	Cotton, in bales, Any Quantity, Per 100 Pounds	CL	LCL	Cotton Seed and Cottonseed Hulls, C. L., Minimum Weight 20,000 Pounds (L. C. L. Shipments Must be Packed), Per Ton 2,000 Pounds	Clay Gravel, Washed or Unwashed, C. L., Minimum Weight 40,000 Pounds, Per Ton 2,000 Pounds	CL	LCL	Fertilizer and Cottonseed Meal, C. L., Minimum Weight 24,000 Pounds, Per Ton 2,000 Pounds	Gravel, C. L., Minimum Weight 40,000 Pounds, Per 100 Pounds	Lime, in Barrels, C. L., Minimum Weight 24,000 Pounds, Actual Weight to be Charged for, Per 100 Pounds	Lime, Slacked, for Agricultural Purposes, in Bulk or Bags, C. L., Minimum Weight 24,000 Pounds, Per Ton 2,000 Pounds	Limestone, Ground or Pulverized, C. L., Minimum Weight 60,000 Pounds, Per Ton 2,000 Pounds
	6 miles and under ...	170	5½	6	70	3	22	80	90	50	80	90	3	5	80	40		
	12 miles and over 6...	180	6	7½	90	5	24	80	90	50	100	120	3½	6½	90	40		

Distances	Logs, Rough, All kinds, C. L., Minimum Weight 24,000 Pounds, Per 100 Pounds	Lumber, Rough and Dressed, C. L., Minimum Weight 24,000 Pounds, Per 100 Pounds	Plaster, Calcined, C. L., Per 100 Pounds	Plaster, Wall, in Bags or Barrels, C. L., Minimum Weight 36,000 Pounds, Per 100 Pounds	Sand, C. L., Minimum Weight 40,000 Pounds, Per Ton 2,000 Pounds	Soil, Loam, C. L., Minimum Weight 40,000 Pounds, Per Ton 2,000 Pounds	Telegraph and Telephone Poles, C. L., Minimum Weight 40,000 Pounds, Per 100 Pounds	Tobacco, Leaf, in Hogsheads or Baskets, Any Quantity, Per 100 Pounds	Wood, Fire, C. L., Minimum 12 Cords, Per Cord of 128 Cubic Feet	Wood, Pulp and Extract, C. L., Minimum 12 Cords, Per Cord of 128 Cubic Feet
	6 miles and under.....	2	3	6	5½	50	30	2	9	60
	12 miles and over 6.....	2	5	7½	7	50	40	2½	11½	60

Effective June 25, 1918.



## CAROLINA RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES, IN CENTS PER 100 POUNDS.

Distances	1	2	3	4	5	6	A	B	C		D		E
									CL	LCL	CL	LCL	
5 miles and under.....	18	15	12	11	9	8	6	8	6	8	5	6	9
10 miles and over 5.....	23	20	17	14	12	9	8	9	7	9	6	8	12
15 miles and over 10.....	27	23	20	17	14	11	9	11	9	11	7	9	14
20 miles and over 15.....	32	27	24	20	15	12	11	12	10	12	9	11	15
25 miles and over 20.....	36	30	27	21	17	14	12	14	11	14	10	12	17
30 miles and over 25.....	41	35	30	24	18	15	12	15	12	15	10	12	18
35 miles and over 30.....	44	38	32	25	20	15	14	17	12	15	11	14	20
40 miles and over 35.....	47	39	33	27	21	17	14	17	12	15	11	14	21
45 miles and over 40.....	50	41	35	29	21	17	15	18	14	17	11	14	21
50 miles and over 45.....	53	42	36	30	23	18	15	18	14	17	11	14	23

## COMMODITY RATES, IN CENTS PER 100 POUNDS.

Distances	Bark, Tan, Packed, L. C. L. Brick, C. L. Minimum 10,000 Brick, Per 1,000 Brick, Common, C. L. 10,000 Brick Minimum, Per 1,000 Brick Brick, Hollow and Tile, Building and Roofing, in Straight or Mixed C. L., Minimum Weight 30,000 Pounds Building Material, Wooden, Consisting of Lum- ber, Rough or Dressed; Laths, Shingles, Window and Door Frames; Sash, Doors, and Blinds (Glazed or Not Glazed); Carpenters' Moldings, Balusters, Baseboards, Casings, Porch Columns, Newells, Stair-work or Wainscoting, Mixed C. L., Minimum Weight 20,000 Pounds. NOTE.—Will not Apply on Straight or Mixed C. L. of Sash, Doors, or Blinds Only Cement, in Bags, Actual Weight; in Barrels Estimated Weight; Portland 400 Pounds; N. O. S., 300 Pounds, Per Barrel; C. L. Minimum Weight 40,000 Pounds Cement, in Bags or Barrels, and Lime in Barrels, Mixed C. L., Minimum Weight 24,000 Pounds Cement, N. O. S., in Barrels or Sacks, L. C. L. Coal, C. L. Minimum Weight 30,000 Pounds, Per Ton 2,000 Pounds Coal, Packed in Bags, Barrels, or Sacks, L. C. L. Cotton, in Bales, Any Quantity														
5 miles and under.....	5	65	90	5		5		5	5	5	5	53	4½	11	
10 miles and over 5.....	7	90	100	6		6		6	6	6	7	75	6	14	
15 miles and over 10.....	8	95	110	7		7		7	7	7	8	83	6½	17	
20 miles and over 15.....	10	100	115	8		8		8	8	8	10	90	7½	20	
25 miles and over 20.....	10	105	120	8		8		8	8	8	10	98	7½	21	
30 miles and over 25.....	11	110	125	9		8		9	9	9	11	105	9	23	
35 miles and over 30.....	11	115	130	9		9		9	9	9	11	113	9	24	
40 miles and over 35.....	12	120	135	10		9		10	10	10	12	120	9½	26	
45 miles and over 40.....	12	125	140	10		10		10	10	10	12	128	9½	27	
50 miles and over 45.....	12	130	145	10		10		10	10	10	12	135	9½	29	

## CAROLINA RAILROAD—Continued.

## COMMODITY RATES, IN CENTS PER 100 POUNDS.

Distances	Cotton Seed and Cottonseed Hulls, C. L. Minimum 20,000 Pounds, Per Ton 2,000 Pounds			Excelsior, Pressed in Bales, Minimum Weight - 20,000 Pounds, C. L.			Fertilizers, Per Ton 2,000 Pounds, C. L. Minimum 24,000 Pounds			Gravel, Washed, C. L. Minimum 40,000 Pounds, Per Ton 2,000 Pounds			Gravel, Clay, Unwashed, C. L. Minimum Marked Capacity of Car, Except Where Car is Loaded to Full Visible Capacity, in Which Case Actual Weight will be Charged for, Per Ton 2,000 Pounds (Applicable on Intrastate Traffic Only.) (See Note Below)			Ice, Prepaid or Guaranteed, C. L. Minimum 20,000 Pounds, Per Ton 2,000 Pounds			Ice, L. C. L. Packed (or in Quantities Not Less than Five Tons, Unpacked), Prepaid or Guarant- teed, Per Ton 2,000 Pounds			Iron, Scrap, Packed or Loose, C. L. Minimum 30,000 Pounds			Lime, Slacked for Agricultural Purposes, in Bulk or Bags, C. L. Minimum 24,000 Pounds, Per Ton 2,000 Pounds		
	CL	LCL		CL	LCL		CL	LCL		CL	LCL		CL	LCL		CL	LCL		CL	LCL		CL	LCL		CL	LCL	
5 miles and under.....	90	113	6	90	108	45							38			75			94			5			72		
10 miles and over 5.....	105	131	7	113	135	54							38			90			113			6			90		
15 miles and over 10.....	120	150	7	128	153	63							45			105			132			7			102		
20 miles and over 15.....	120	150	9	143	171	68							45			113			141			8			114		
25 miles and over 20.....	135	169	9	158	189	72							53			120			150			8			126		
30 miles and over 25.....	135	169	9	165	198	77							53			128			159			9			132		
35 miles and over 30.....	143	178	10	173	207	81							60			135			169			9			138		
40 miles and over 35.....	143	178	10	180	216	86							60			143			178			10			144		
45 miles and over 40.....	150	188	11	188	225	90							68			150			188			10			150		
50 miles and over 45.....	150	188	11	195	234	90							68			150			188			10			156		

NOTE.—The rates named on Clay Gravel (unwashed) are to be used exclusively in the building of public roads or highways in the State of North Carolina, in which the State, towns, or counties have interest.

Effective March 11, 1917.



## CAROLINA RAILROAD—Continued.

TABLE OF COMMODITY RATES, IN CENTS PER 100 POUNDS.

Distances	Line, in Barrels, C. L. Minimum Weight 24,000 Pounds, Actual Weight to be Charged for	Line, in Casks or Barrels, L. C. L.	Lime Rock, Ground, C. L., Minimum Weight 24,000 Pounds, Per Ton 2,000 Pounds	Limestone, Ground, C. L., Minimum Weight 30 Net Tons, Per Ton 2,000 Pounds	Live Stock, C. L. Minimum Weight 20,000 Pounds	Logs, Rough, All Kinds, Per Car 40,000 Pounds, Excess in Proportion	Lumber, C. L. Minimum Weight 24,000 Pounds	Melons, Prepaid or Guaranteed, C. L. Minimum Weight 20,000 Pounds	Molasses, in Hogsheads or Barrels, Any Quantity	Naval Stores, viz.:		
										Rosin, Tar, and Pitch	Crude Turpentine	Spirits Turpentine
5 miles and under.....	4	5	72	33	7	750	3	5	6	7	7	8
10 miles and over 5.....	5	7	90	33	8	750	4	6	8	7	7	8
15 miles and over 10.....	6	7	102	47	8	900	5	7	8	8	8	11
20 miles and over 15.....	7	9	114	47	9	900	5	8	9	8	8	14
25 miles and over 20.....	7	9	126	53	11	1050	5	8	10	8	8	14
30 miles and over 25.....	8	10	132	53	12	1050	6	8	11	8	8	14
35 miles and over 30.....	8	10	138	60	13	1200	6	9	11	8	8	15
40 miles and over 35.....	9	11	144	60	14	1200	6	9	12	9	9	15
45 miles and over 40.....	9	11	150	67	14	1350	7	10	13	12	12	19
50 miles and over 45.....	9	11	156	67	15	1350	7	10	14	12	12	19

Distances	Pipe, Earthen, Concrete, Drain Tile or Sewer, C. L., Minimum 25,000 Pounds		Pipe, Sewer, Earthen or Concrete, and Fixtures; Flues, Flue Linings, Flue Tops and Chimney Caps and Drain Tile, Earthen or Concrete; in Mixed Carloads, Minimum Weight 25,000 Pounds	Plaster, Wall, in Bags or Barrels, Minimum Weight 36,000 Lbs., C. L.	Plaster, Calcined, C. L. Minimum Weight 20,000 Pounds		Salt, in Bulk, Sacks, Boxes, or Barrels, C. L.	Salt, in Sacks, Boxes, or Barrels, L. C. L.	Sand and Loam Soil, and Marl, Per Car 40,000 Lbs., Excess in Proportion	Stone, Rubble or Crushed, in Packages or in Bulk, C. L. Minimum 40,000 Pounds, Per Ton 2,000 Pounds	Tobacco, Leaf, in Hogsheads or Tierces, Any Quantity	Wood, Fire, C. L. Minimum 10 Cords, Per Cord	Wood, Pulp, Per Car 40,000 Pounds, Excess in Proportion
	CL	LCL			CL	LCL							
5 miles and under.....	3	5	4	4	5	5	5	5	750	45	11	75	750
10 miles and over 5.....	4	6	5	5	6	7	6	6	975	54	12	75	750
15 miles and over 10.....	5	7	6	6	7	8	7	7	1125	63	14	83	900
20 miles and over 15.....	5	8	6	7	8	10	8	8	1275	68	20	90	900
25 miles and over 20.....	6	8	7	7	8	10	8	8	1425	72	20	90	1050
30 miles and over 25.....	6	9	8	8	9	11	8	9	1575	77	21	90	1050
35 miles and over 30.....	7	9	9	8	9	11	9	9	1725	81	23	105	1200
40 miles and over 35.....	7	10	9	9	10	12	9	10	1800	86	26	105	1200
45 miles and over 40.....	7	10	9	9	10	12	10	10	1800	90	26	120	1350
50 miles and over 45.....	7	10	9	9	10	12	10	10	1800	90	26	120	1350

Effective October 17, 1916.

## CAROLINA AND NORTHEASTERN RAILROAD.

## RATES IN CENTS. (Advances.)

Distances	Per 100 Pounds														Per Bbl.	Per 100 Pounds						
	1	2	3	4	5	6	A	B	C		D		E	H	F		K	L	M	N	O	P
									CL	LCL	CL	LCL			CL	LCL						
5 miles and under.....	22½	19	15	14	11½	10	7½	10	7½	10	6½	7½	11½	14	15	20	6½	5	5½	5	4½	4
7 miles and over 5.....	26½	22½	19	16½	14	11½	9	10½	8	10½	7	9	14	16½	16½	22½	7	5½	6½	5½	5	4½
10 miles and over 7.....	29	25	21½	17½	15	12½	10	11½	9	11½	7½	10	15	17½	17½	25	7½	6½	7	6½	5½	5
12 miles and over 10.....	31½	27½	24	20	16½	14	10½	12½	10	12½	8	10½	16½	20	19	26½	8	7	7½	7	6½	5
15 miles and over 12.....	34	29	25	21½	17½	15	11½	14	11½	14	9	11½	17½	21½	20	27½	9	7½	8	7½	6½	5½
17 miles and over 15.....	37½	31½	27½	24	18	15½	12½	14½	12	14½	10	12½	18	24	21½	29	9	7½	8½	7½	6½	6½
20 miles and over 17.....	40	34	30	25	19	16	14	15	12½	15	11½	14	19	25	22½	30	10	9	9	8	7	7

Commodities (In Cents Per 100 Pounds, Except Where Otherwise Shown)	Distances							
	5 Miles and Under	7 miles and Over 5	10 Miles and Over 7	12 Miles and Over 10	15 Miles and Over 12	17 Miles and Over 15	20 Miles and Over 17	
Brick, common, carload minimum 10,000 brick, per 1,000 brick ----	90	110	115	119	119	125	125	
Coal, carload minimum 30,000 pounds, per ton 2,000 pounds ----	50	60	65	70	75	80	85	
Cotton, in bales, any quantity -----	10	11½	11½	14	14	16½	16½	
Cotton seed and cottonseed hulls, in bags, carload minimum 20,000 pounds, per ton 2,000 pounds -----	80	90	90	100	100	110	110	
Fertilizer, in bags, carload minimum 24,000 pounds, { C. L. ----	80	100	100	125	125	140	140	
per ton 2,000 pounds ----- { L. C. L. ----	90	120	120	150	150	165	165	
Gravel, carload minimum 40,000 pounds, per ton 2,000 pounds -	50	60	60	65	65	70	75	
Limestone, ground, in bags, carload minimum 40,000 pounds, per ton 2,000 pounds -----	40	50	50	65	65	70	75	
Logs, rough, carload minimum 40,000 pounds -----	3	3½	4	4½	4½	5	5	
Lumber, common, carload minimum 30,000 pounds -----	4	4½	4½	5	5	5½	5½	
Loam, marl, sand, and soil, carload minimum 40,000 pounds ----	3	3	4	4	5	5	5½	
Wood, fire or fuel, carload minimum 10 cords, per cord -----	75	80	80	85	85	90	90	
Wood, pulp, carload minimum 10 cords, per cord -----	75	80	80	85	85	90	90	

Effective November 11, 1918.

## CAROLINA AND NORTHWESTERN RAILWAY.

## FREIGHT TARIFF—STANDARD.



## CAROLINA AND TENNESSEE SOUTHERN RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	Per 100 Pounds													
	1	2	3	4	5	6	A	B	C		D		E	H
									CL	LCL	CL	LCL		
5 miles and under.....	12	10	8	7	6	5	4	5	4	5	3	4	6	7
10 miles and over 5.....	15	13	11	9	8	6	5	6	5	6	4	5	8	9
15 miles and over 10.....	18	15	13	11	9	7	6	7	5½	7	5	6	9	11
20 miles and over 15.....	21	18	16	13	10	8	7	8	6½	8	5½	7	10	13

Distances	Per Bbl.		Per 100 Pounds					
	F		K	L	M	N	O	P
	CL	LCL						
5 miles and under.....	8	10	3	2½	3	4½	3½	2
10 miles and over 5.....	9½	12	4	3	3	5	4	2 6
15 miles and over 10.....	11	14	4½	3½	4	5½	4½	3
20 miles and over 15.....	13	16	5	3¾	5	6	5	3 4

## CAROLINA AND TENNESSEE SOUTHERN RAILWAY—Continued.

## COMMODITY RATES.

Distances	Bark, Extract, Tanning Liquid, in Wood or Tank Cars, C. L. Minimum 30,000 Pounds, Per 100 Pounds																Coal, C. L. Minimum 15 Tons, Per Ton 2,000 Pounds		Cotton, in Bales, Per 100 Pounds		Excelsior Pressed in Bales, C. L., Per Car 20,000 Pounds, Excess in Proportion; L. C. L., Per 100 Pounds		Fertilizer, C. L. Minimum 12 Net Tons, Per Ton 2,000 Lbs.		Firewood, Released, C. L. Min. 10 Cords, Excess in Proportion, Shipments to be Loaded and Unloaded by Owner, Per Cord 128 Cubic Feet		Limestone or Marble, Ground or Pulverized, C. L. Minimum 30 Net Tons, Per Ton 2,000 Pounds		Logs, Rough (All Kinds), Per Car 40,000 Pounds, Excess in Proportion		Lumber and Cross-ties, C. L. Minimum 30,000 Pounds, Per 100 Pounds		Molasses, in Hogsheads or Barrels, Per 100 Pounds		Stone, viz.: Stone, Crushed and Rubble, Agreed to be of Value not Exceeding 20 Cents or Less Per Cubic Foot, Per Ton 2,000 Pounds		Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds		Vehicle Material, Sawed, C. L. Minimum 40,000 Pounds, Per 100 Pounds																				
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL																									
5 miles and under	5	85	7	880	8	60	50	25	-----	2	4	25	7	3½	10 and over 5	6	50	9	990	8	75	50	30	500	2½	5	30	8	4	15 and over 10	7	55	11	1100	10	85	55	35	-----	3	5½	30	9	4½	20 and over 15	8	60	13	1100	10	95	60	40	600	3½	6	35	10	5½

Distances	Apples, Beets, Onions, Potatoes, Turnips, and Cabbage, L. C. L., Per 100 Pounds		Brick, C. L., Per 1,000 Brick		Clay Gravel (Unwashed), C. L. Minimum Weight Marked Capacity of Cars, Except Where Cars Loaded to Full Visible Capacity, in Which Case Actual Weight, Per Ton 2,000 Pounds		Cotton Seed and Cottonseed Hulls, C. L. Minimum 20,000 Pounds, Per Ton 2,000 Pounds		Furniture, viz.: Chair Stock, Wooden, viz.: Arms and Bent Arms and Brace Arms; Arms, Rough Saw; Legs, Post Rounds, Spindles; Rough Splits or Sawed Rockers; in Bundles, Bags, Crates, Boxes, Barrels, or Hogsheads, L. C. L., Packed or Loose, C. L. Min. Wt. 40,000 Lbs., Per 100 Lbs.		Sand and Loam Soil, Per Car 40,000 Lbs., Excess in Proportion		Stable Manure, C. L. Minimum 30,000 Lbs. Per Ton 2,000 Pounds																										
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL																									
7 miles and under	5	65	25	60	75	3½	5	500	60	12 and over 7	7	90	25	70	87½	4	6	650	70	17 and over 12	7½	95	30	80	100	4	6½	750	80	20 and over 17	8	100	30	80	100	5	7	850	80

Effective March 1, 1915.



## CAROLINA AND YADKIN RIVER RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	Per 100 Pounds													
	1	2	3	4	5	6	A	B	C		D		E	H
									CL	LCL	*CL	LCL		
5 miles and under-----	16	13	10.5	9	8	7	5	7	5	7	4	5	8	9
10 miles and over 5-----	20	17.5	14.5	12	10.5	8	7	8	7	8	5	7	10.5	12
15 miles and over 10-----	23.5	20	17.5	14.5	12	9	8	9	7.5	9	7	8	12	14.5
20 miles and over 15-----	27.5	23.5	21.5	17.5	13	10.5	9	10.5	8.5	10.5	7.5	9	13	17.5
25 miles and over 20-----	31.5	26.5	23.5	18.5	14.5	12	10.5	12	9	12	8.5	10.5	14.5	18.5
30 miles and over 25-----	35.5	30.5	26.5	21.5	16	13	10.5	13	10.5	13	8.5	10.5	16	21.5
35 miles and over 30-----	39.5	33.5	27.5	22.5	17.5	13	12	14.5	10.5	13	9	12	17.5	22.5

Distances	Per Bbl.		Per 100 Pounds					
	F		K	L	M	N	O	†P
	CL	LCL						
5 miles and under.....	11	13	4	3.5	4	6	4.5	3
10 miles and over 5.....	12.5	16	5	4	4	7	5	3.5
15 miles and over 10.....	14.5	18.5	6	4.5	5	7.5	6	4
20 miles and over 15.....	17.5	21.5	7	5	7	8	7	4.5
25 miles and over 20.....	19	23.5	7.5	5	7	9	7.5	5
30 miles and over 25.....	21.5	26.5	8	6	7	10.5	7.5	5
35 miles and over 30.....	21.5	26.5	8	6	8	11.5	8	6.5

\*Applies also on hay in straight or mixed carloads with grain or grain products other than flour.

†A carload of any article enumerated in Class "P," minimum 25,000 pounds.

## COMMODITY RATES.

Distances	Brick, C. L., 10,000 Brick Minimum, Per 1,000 Brick (See Note)	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cottonseed Hulls		Firewood, C. L., 10 Cords Minimum Per Cord	Manure, Stable, C. L., 15 Tons Minimum, Per Ton 2,000 Pounds	Molasses, in Barrels or Hogsheads, Per 100 Pounds	Naval Stores		Sand and Loam Soil, C. L., Per Car 40,000 Pounds, Excess in Proportion	Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds
			C. L., Per Ton 2,000 Pounds	L. C. L., Packed, Per Ton 2,000 Pounds				Per 100 Lbs.	Turpentine, Spirits of, Per 100 Pounds		
5 miles and under.....	75	8	69	86½	57½	69	4.5	5	6	5.75	8
10 miles and over 5.....	104	10.5	80½	100½	57½	80½	6	5	6	7.47½	9
15 miles and over 10.....	109½	12.5	92	115	63½	92	6.5	5	8.5	8.62½	10.5
20 miles and over 15.....	115	15	92	115	69	92	7	6	10.5	9.78	11.5
25 miles and over 20.....	121	16	103½	129½	69	103½	7.5	6	10.5	9.78	12.5
30 miles and over 25.....	126½	17.5	103½	129½	69	103½	8	6	10.5	12.07½	14
35 miles and over 30.....	132½	18.5	109½	136½	80½	109½	8.5	6.5	11.5	13.22½	15

NOTE.—When cars are furnished which will not load 10,000 brick, actual weight, but not less than marked capacity of car shall be charged for, estimating the weight at 5,000 pounds per 1,000 brick.

## CAROLINA AND YADKIN RIVER RAILWAY—Continued.

## COMMODITY RATES.

Distances	Per Ton 2,000 Pounds		Excelsior, Pressed Bales		Logs, Rough, C. L., All Kinds, Round or Split, 8 Feet and Under in Length, Per Car 40,000 Pounds, Excess in Pro- portion	Lumber and Cressies, C. L., Minimum 30,000 Pounds, Per 100 Pounds
	Coal, C. L., 15 Tons Mini- mum	Fertilizer, C. L., Minimum Weight 24,000 Pounds	Per C. L. 20,000 Pounds, Excess in Pro- portion	L. C. L., Per 100 Pounds		
5 miles and under.....	40½	69	10.12	9	5.75	3.5
10 miles and over 5.....	57½	86½	11.38½	9	5.75	4
15 miles and over 10.....	63½	98	12.65	11.5	6.90	4.5
20 miles and over 15.....	69	109½	12.65	11.5	6.90	5
25 miles and over 20.....	75	121	13.91½	12.5	8.15	5½
30 miles and over 25.....	80½	126½	15.18	13	8.15	5.5
35 miles and over 30.....	86½	132½	17.71	15.5	9.20	5.5

Effective July 10, 1917.

## CAROLINA, CLINCHFIELD AND OHIO RAILWAY.

## FREIGHT TARIFF—STANDARD.

## CLIFFSIDE RAILROAD.

Between Cliffside and all points in North Carolina, apply Caroleen rates.



## DANVILLE AND WESTERN RAILWAY.

(The rates and charges published below are subject to the rates published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## FREIGHT TARIFF.

Distances	In Cents Per 100 Pounds													Per Ton		Per Carload		
	1	2	3	4	5	6	A	B	C	D	E	H	K	L	M	N	O	P
5 miles and under.....	15	12	10	8	7	6	6	6	5	5	7	8	5	\$0.60	\$0.75	\$8.00	\$8.00	\$7.00
10 miles and over 5.....	18	15	13	10	9	7	7	7	7	6	9	10	5	.70	.75	8.00	8.00	7.00

## COMMODITIES.

Distances	Bark, C. L. Min. Weight 24,000 Lbs., Per 100 Lbs.	Brick, C. L. Min. Weight 50,000 Lbs. Unless Marked Capacity Car Less Than 50,000 Lbs. in which Case Min. Marked Capacity Car Used; Per Ton 2,000 Pounds	Fertilizer, C. L. Min. Weight 10 Tons, Per Ton 2,000 Lbs.	Grain, in Bulk, C. L. Min. Weight 40,000 Lbs., per 100 Lbs.	Hogheads and Tierces, Empty, to be Refilled with Tobacco for Reshipment, Actual Weight, with Min. of 150 Lbs. Per Hhd and 100 Lbs. Per Tierce, Per 100 Lbs.	Limestone, Ground, C. L. Min. Weight 30 Net Tons, Per Ton 2,000 Lbs.	Logs, Pine, C. L. Min. Weight 40,000 Lbs., Per 100 Lbs.	Logs, Persimmon, Oak, Hickory, Dogwood, Cypress, Gum, Ash, and Locust and Locust Posts, C. L. Min. 40,000 Lbs., Per 100 Lbs.	Lumber and Articles Taking Lumber Rates, C. L. Min. Weight 30,000 Lbs., Per 100 Lbs.	Stone, Rubble or Crushed, C. L. Min. Weight 20 Net Tons, Per Ton of 2,000 Lbs.	Wood, Poplar Pulp, C. L. Min. Weight 30,000 Lbs., Per 100 Lbs.	Wood, Chestnut, C. L. Min. Weight 15 Net Tons, Per Ton 2,000 Lbs.	Wood, Fir, C. L. Min. 10 Cords, Per Cord of 128 Cubic Feet
5 miles and under ...	3	20	80	3	12	25	2	2	3	27	2½	40	60
10 miles and over 5 ...	3	32	80	3½	15	25	2½	2½	3½	32	2½	40	60

Effective October 26, 1917.

## DOVER AND SOUTHBOUND RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES IN CENTS PER HUNDRED POUNDS.

Distances	1	2	3	4	5	6	A	B	C		D	
									CL	LCL	CL	LCL
5 miles and under.....	20	17	13	12	10	9	7	9	7	9	5	6
10 miles and over 5.....	24	22	18	15	13	10	9	10	8	10	7	9
15 miles and over 10.....	28	25	21	18	15	11	10	12	10	12	8	10
20 miles and over 15.....	33	29	26	21	16	13	12	13	11	13	10	12
25 miles and over 20.....	38	32	29	23	18	15	13	15	12	15	11	13
30 miles and over 25.....	42	36	32	26	20	16	13	16	13	16	11	13
35 miles and over 30.....	45	39	34	28	21	16	15	18	13	16	12	15
40 miles and over 35.....	48	40	36	29	23	18	15	18	13	16	12	15
45 miles and over 40.....	50	42	38	31	23	18	16	20	15	18	12	15
50 miles and over 45.....	55	44	40	33	25	20	16	20	15	18	12	15

Effective October 7, 1917.

## DOVER AND SOUTHBOUND RAILROAD—Continued.

## COMMODITY RATES IN CENTS.

Following list enumerates only such articles as are given specific rates. Articles not specified will take class rates.

Distances	Brick, Carload Minimum 10,000 Brick, Per 1,000 Brick		Cement, in Bags or Barrels; Ce- ment in Bags or Barrels, and Lime in Barrels, Mixed C. L.; Plaster, Calciné or Wall; Lime in Barrels, C. L.; Per 100 Lbs.	Cement, in Bags or Barrels; Plaster, Calciné or Wall; Lime, in Barrels, L. C. L., Per 100 Lbs.	Coal, C. L., 15 Tons Mini- mum, Per Ton 2,000 Pounds		Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cottonseed Hulls, C. L., Minimum 10 Tons, Per Ton 2,000 Pounds		Fertilizer, C. L., Minimum 12 Tons, Per Ton 2,000 Lbs.		Firewood, C.M., 10 Cords Mini- mum, Per Cord
	CL	LCL			CL	LCL		CL	LCL	CL	LCL	
5 miles and under.....	100	120	5	6	60	90	12	90	113	110	132	75
10 miles and over 5.....	110	132	6	8	70	105	14	105	131	120	144	75
15 miles and over 10.....	115	138	6	8	70	105	17	120	150	140	168	85
20 miles and over 15.....	120	144	7	10	80	120	20	120	150	150	180	90
25 miles and over 20.....	125	150	8	11	90	135	21	135	169	165	198	90

Distances	Live Stock, C. L., Per Car 20,000 Pounds	Logs, Rough, C. L., Minimum 40,000 Pounds, Per Car	Lumber, C. L., Minimum 24,000 Lbs., Per 100 Lbs.		Ice, C. L., Minimum 20,000 Pounds, Per 100 Pounds		Marl, C. L., Minimum 40,000 Pounds, Per Car	Pipe, Earthen or Concrete, Drain Tile or Sewer, Per 100 Pounds		Salt, C. L., Minimum 20,000 Pounds; L. C. L., Per 100 Pounds		Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds	Minimum Charge for Single Ship- ments, Per Package
			CL	LCL	CL	LCL		CL	LCL	CL	LCL		
5 miles and under.....	1400	750	3	6	4	5	750	5	6	1100	6	10	25
10 miles and over 5.....	1600	750	4	8	5	6	850	6	8	1200	7	12	25
15 miles and over 10.....	1600	900	5	9	5	6	950	6	8	1400	8	14	25
20 miles and over 15.....	1800	900	6	10	6	7	1075	7	9	1500	9	16	25
25 miles and over 20.....	2200	1050	6	10	6	7½	1200	7	10	1700	10	18	25

Effective October 7, 1917.

## DURHAM AND SOUTH CAROLINA RAILROAD.

CLASS RATES, IN CENTS. (See Note A.) Advances.

Distances	Per 100 Pounds												Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Pounds		Per Carload, as Per Classification		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P
7 miles and under.....	25	21½	19	16	13	11	9	10	7½	7½	10	9	17½	6½	110	130	1350	1200	900
12 miles and over 7.....	26½	22½	19	16	13	11½	10	10	10	9	12½	12½	20	7½	120	140	1500	1350	1000
17 miles and over 12.....	32½	26½	22½	17½	14	12½	11½	11½	11½	10	14	16½	22½	9	140	150	1800	1650	1150
22 miles and over 17.....	39	32½	25	20	15	15	11½	12½	12½	11½	16½	17½	25	10	150	170	2050	1800	1300
27 miles and over 22.....	42½	35	27½	24	17½	16½	12½	15	12½	11½	19	22½	26	10	160	170	2250	1950	1450
32 miles and over 27.....	47½	37½	30	26½	19	16½	15	16½	15	12½	20	26½	30	10	160	190	2500	2100	1600
37 miles and over 32.....	52½	40	31½	27½	20	17½	16½	17½	16½	14	21½	27½	31½	11½	170	190	2550	2200	1700
42 miles and over 37.....	52½	40	31½	27½	20	17½	16½	17½	16½	14	21½	27½	31½	11½	170	190	2550	2200	1700

NOTE A—Minimum rates and charges.



## DURHAM AND SOUTH CAROLINA RAILROAD—Continued.

COMMODITY RATES, IN CENTS. (See Note A.) Advances.

Distances	Brick, Common, C.L., 40,000 Lbs. Minimum, Per Ton 2,000 Lbs.	Cotton, in Bales, Any Quantity, Per 100 Lbs. (Note B)	Per Ton 2,000 Pounds				Firewood, C. L. 10 Cords Minimum, Per Cord 128 Cubic Feet	Logs, C.L., 40,000 Lbs., Minimum, Per 100 Lbs.			Lumber, Common, C.L. 24,000 Lbs Mini- mum, Per 100 Lbs.	Tobacco, Leaf in Hogsheads or Tierces, Per 100 Lbs.
			Cotton Seed and Cotton- seed Hulls (Note B)		Fertilizers (Note B)			Oak (Note C)	All Other Kinds (Note C)			
			CL	LCL	CL	LCL						
7 miles and under.....	80	24	80	90	80	90	60	2½	2	4	10	
12 miles and over 7.....	80	24	100	120	100	130	60	2½	2½	4	12½	
17 miles and over 12.....	90	26	120	150	130	150	70	3	2½	4½	15	
22 miles and over 17.....	90	28	120	150	140	170	80	3½	2½	5½	19	
27 miles and over 22.....	90	29	130	160	140	170	90	3½	2½	6	19	
32 miles and over 27.....	90	30	140	170	140	170	90	4	3	6½	20	
37 miles and over 32.....	90	31	140	170	150	180	90	4½	3	6½	20	
42 miles and over 37.....	90	31	140	170	150	180	90	4½	3	6½	20	

## Note A. Minimum Rates and Charges.

## MINIMUM RATES

No rates shall be applied on any traffic moving under class rates lower than the amounts in cents per 100 pounds for the respective classes as shown below. Any article, on which exceptions to the Southern Classification provides a different rating than as shown in the classification, will be subject to the minimum as provided below for the class provided therefor in the classification proper. (The lettered classes, other than A, B, C and D, provided in Note 91 of Southern Classification are commodity classes and the minimum class rates as provided below will not apply on commodities rated under said classes, when in carloads.)

Classes.....	1	2	3	4	5	6	A	B	C	D
Rates .....	25	21½	19	16	13	11	9	10	7½	6½

Governed by Southern Classification, Agent J. E. Kirk's I. C. C. No. 22.

## MINIMUM CHARGES

(a) The minimum charge for carload shipments shall be \$15.00 per car. This minimum will not apply on brick, cement, coal, coke, logs, wooden billets or blocks (round or split), wooden bolts or butts, mine props, sawdust, cord wood (including charcoal, excelsior, extract, fuel or pulp wood), sand, gravel, chert, slag, iron ore, and stone (broken, crushed, ground, or pulverized).

(b) The minimum charge on less than carload shipments shall be as provided in the classification governing, but in no case shall the charge on a single shipment be less than 50 cents.

**Note B.** On shipments of cotton, cotton seed and cottonseed hulls deduct 10 per cent; on fertilizers deduct 20 per cent when received from or delivered to connections and having origin, destination, and entire transportation within the State of North Carolina.

**Note C.** Applies on shipments having origin, destination, and entire transportation within the State of North Carolina.

## DURHAM AND SOUTHERN RAILWAY.

## CLASS RATES. (Advances.)

Distances	Per 100 Pounds												Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Lbs.		Per Carload, as Per Classificat'n		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P
5 miles and under .....	25	21½	19	16	13	11	9	10	7½	6½	10	9	17½	6½	85	110	1250	1100	900
10 miles and over 5.....	25	21½	19	16	13	11	9	10	10	7½	11½	11½	21	7½	100	118	1400	1250	950
15 miles and over 10.....	25	22½	20	16	14	12½	10	11½	11½	9	14	15	22½	7½	110	125	1500	1400	1050
20 miles and over 15.....	32½	26	24	17½	15	12½	10	11½	12½	10	15	17½	25	9	125	144	1750	1500	1100
25 miles and over 20.....	37½	31	26	20	16	14	11½	12½	12½	11½	16	20	25	9	130	155	2000	1600	1300
30 miles and over 25.....	41	31½	29	22½	17½	14	12½	14	12½	11½	17½	22½	25	10	150	170	2250	1750	1500
35 miles and over 30.....	45	35	30	25	20	15	14	15	14	12½	19	25	27½	10	150	180	2500	1900	1550
40 miles and over 35.....	47½	37½	32½	27½	20	16	14	16	14	12½	19	26	27½	10½	165	185	2500	2100	1650
45 miles and over 40.....	50	40	35	30	22½	17½	15	17½	15	14	21	27½	30	11½	175	190	2500	2200	1750
50 miles and over 45.....	51	41	36	30	22½	20	16	19	15	14	21	27½	30	12	175	200	2650	2250	1800
55 miles and over 50.....	52½	42½	36	31	24	21½	16	20	16	15	22½	29	32½	12½	180	200	2700	2300	1900
60 miles and over 55.....	52½	42½	37½	32½	25	22½	17½	21	17½	16	22½	30	35	14	185	205	2750	2400	1950
65 miles and over 60.....	54	44	39	34	25	24	19	22½	19	17½	24	30	37½	15	185	205	2750	2400	1950

## LOCAL COMMODITY RATES. (Advances.)

Distances	Brick, Common, Minimum C. L. 10,000 Brick, Per 1,000 Brick	Cotton, Packed in Bales, Per 100 Lbs.		Cotton Seed and Cottonseed Hulls, C. L. 20,000 Lbs. Minimum, L. C. L. Packed, Per Ton 2,000 Lbs.		Fertilizers, C. L. 20,000 Lbs. Minimum, Per Ton 2,000 Lbs.		Firewood, C. L. 10 Cords Minimum, Shipper to Load and Unload, Per Cord	Lumber, C. L. Minimum 24,000 Lbs., Per 100 Lbs.	Tobacco, Unmanufactured, in Barrels or Hogsheads, Per 100 Lbs.	Coal, C. L. Minimum 30,000 Lbs., Per Ton 2,000 Lbs.	Logs, All Kinds, C. L. Minimum 40,000 Lbs., Per Car	Molasses, in Barrels or Hogsheads, Per 100 Lbs.	Stable Manure, C. L. Minimum 30,000 Lbs., Per Ton 2,000 Lbs.	Sand and Loam Soil, C. L. Minimum 40,000 Lbs., Per Car
		CL	LCL	CL	LCL	CL	LCL								
5 miles and under.....	80	24	75	90	75	90	63	3½	10	50	800	5	75	900	
10 miles and over 5.....	112½	24	85	110	100	120	63	4	12½	70	800	6	90	1050	
15 miles and over 10.....	119	26	100	125	125	150	69	4	15	75	900	7	100	1150	
20 miles and over 15.....	125	28	100	125	140	170	75	4½	17	80	900	7½	100	1250	
25 miles and over 20.....	131	29	110	140	150	180	75	4½	17½	85	950	8	110	1350	
30 miles and over 25.....	137½	30	110	140	150	180	75	5	19	90	950	9	110	1450	
35 miles and over 30.....	144	31	115	145	160	190	87½	5½	19	95	1050	9½	115	1550	
40 miles and over 35.....	150	32	115	145	160	190	87½	6	20	100	1050	10	115	1600	
45 miles and over 40.....	156	33	125	155	175	210	100	6½	20	105	1150	10½	125	1600	
50 miles and over 45.....	162½	34	125	155	175	210	100	6½	20	110	1150	11½	125	1600	
55 miles and over 50.....	169	35	130	160	190	230	112½	6½	20	110	1250	11½	130	1700	
60 miles and over 55.....	175	36	135	160	190	230	112½	7	20	110	1250	12½	135	1700	
65 miles and over 60.....	181	37	135	170	200	240	112½	7½	20	115	1400	12½	135	1700	

Effective June 25, 1918.



## EAST CAROLINA RAILWAY.

## CLASS AND COMMODITY RATES, IN CENTS.

Distances	Per 100 Pounds												Per Bbl.	Per 100 Lbs.	Per Ton, as Per Classification		Per Car, as Per Classification, Excess in Proportion		
	1	2	3	4	5	6	A	B	C	D	E	H			F	K	L	M	N
7 miles and under -----	17½	15	12½	9	9	7½	7½	7½	7½	6½	9	9	15	6½	90	120	1250	1150	750
12 miles and over 7-----	26½	20	17½	14	12½	11½	11½	11½	10	9	12½	15	19	9	130	140	1500	1250	950
17 miles and over 12-----	30	22½	20	16½	15	12½	11½	11½	11½	10	15	17½	21½	10	140	160	1650	1400	1050
22 miles and over 17-----	34	25	22½	19	16½	12½	11½	12½	11½	10	16½	20	22½	10	160	170	1750	1500	1150
27 miles and over 22-----	37½	29	25	21½	17½	14	11½	12½	12½	11½	16½	22½	25	11½	170	190	1800	1550	1200
32 miles and over 27-----	41½	32½	27½	25	19	15	12½	15	12½	11½	19	25½	25	11½	180	190	1900	1650	1250
37 miles and over 32-----	45	36½	30	27½	20	16½	12½	15	14	12½	19	27½	27½	12½	180	200	1950	1700	1300
42 miles and over 37-----	49	40	32½	30	21½	17½	12½	16½	14	12½	20	30	27½	12½	190	210	2000	1750	1400

Distances	Brick, C. L., Minimum 10,000 Brick, Per 1,000 Brick		Cement, C. L., Per 100 Pounds		Coal, C. L., Minimum Weight 30,000 Pounds, Per Ton 2,000 Pounds		Cotton, in Bales, Per 100 Pounds		Cottonseed, C. L., Minimum Weight 20,000 Pounds, Per Ton 2,000 Pounds		Cottonseed Hulls, C. L., Minimum Weight 20,000 Pounds, Per Ton 2,000 Pounds		Fertilizer, C. L., Minimum 12 Net Tons, Per Ton 2,000 Pounds		Gravel, C. L., Per Ton 2,000 Pounds		Lime, C. L., Per 100 Pounds		Limestone, Ground, C. L., Minimum Weight 30 Net Tons, Per Ton 2,000 Pounds		Logs, Rough, viz.: Dogwood, Hickory, Persimmon, Gumwood, Oak, Poplar, Pine, Maple, Birch, and Other Hardwood Logs, C. L., Min. 40,000 Pounds, Per 100 Lbs.	
	LC	LCL	LC	LCL	LC	LCL	LC	LCL	LC	LCL	LC	LCL	LC	LCL	LC	LCL	LC	LCL	LC	LCL	LC	LCL
5 miles and under .....	165	7	70	21	90	110	80	90	80	90	80	60	6	40							2	
7 miles and over 5.....	165	7	85	21	90	110	80	90	100	60	6	40									2	
10 miles and over 7.....	190	9	85	24	130	160	90	110	100	80	8	40									2	
12 miles and over 10.....	190	9	90	24	130	160	90	110	130	80	8	50									2	
15 miles and over 12.....	195	10	90	27	140	180	100	130	130	90	8½	50									2	
17 miles and over 15.....	195	10	95	27	140	180	100	130	140	90	8½	50									2	
20 miles and over 17.....	200	10	95	29	160	200	100	130	140	100	8½	50									2	
22 miles and over 20.....	200	10	100	29	160	200	100	130	150	100	8½	60									2½	
25 miles and over 22.....	205	11	100	30	170	210	110	140	150	100	9½	60									2½	
27 miles and over 25.....	205	11	105	30	170	210	110	140	150	100	9½	60									2½	
30 miles and over 27.....	210	11	105	31	180	220	110	140	150	100	9½	60									2½	
32 miles and over 30.....	210	11	110	31	180	220	110	140	160	100	9½	70									2½	
35 miles and over 32.....	215	12	110	32	190	230	120	150	160	110	10½	70									2½	
37 miles and over 35.....	215	12	115	32	190	230	120	150	160	110	10½	80									2½	
40 miles and over 37.....	220	12	115	33	190	230	120	150	160	110	10½	80									2½	

Effective June 25, 1918.

## EAST CAROLINA RAILWAY—Continued.

## COMMODITY RATES—CONTINUED.

Distances	Plaster, Carloads, viz.:			Sand and Loam Soil, Per Car 40,000 Pounds, Excess in Pro- portion	Stone (Including Marble and Granite), C. L., Rated Class P in Note 91 of Southern Classification, Per Car of 30,000 Pounds, Excess in Proportion	Stone, Broken, Crushed, Ground or Pulverized, C. L., Rated 40% Less Than Class L in Note 91 of Southern Classification, Per Ton 2,000 Pounds	Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds	Wood, Cord or Slab, C. L., Mini- mum 10 Cords, Per Cord 128 Cubic Feet
	Calced, Per 100 Pounds	Cement, Per 100 Pounds	Wall, Per 100 Pounds					
5 miles and under.....	7	7	6½	650	1200	60	7½	60
7 miles and over 5.....	7	7	6½	650	1200	60	7½	70
10 miles and over 7.....	9	9	8½	800	1350	80	11½	70
12 miles and over 10.....	9	9	8½	800	1350	80	11½	80
15 miles and over 12.....	10	10	9	950	1450	90	14	80
17 miles and over 15.....	10	10	9	950	1450	90	14	80
20 miles and over 17.....	10	10	9	1050	1500	100	15	80
22 miles and over 20.....	10	10	9	1050	1500	100	15	90
25 miles and over 22.....	11	11	10	1200	1550	100	16½	90
27 miles and over 25.....	11	11	10	1200	1550	100	16½	90
30 miles and over 27.....	11	11	10	1300	1600	100	17½	90
32 miles and over 30.....	11	11	10	1300	1600	100	17½	100
35 miles and over 32.....	12	12	11	1450	1650	110	19	100
37 miles and over 35.....	12	12	11	1450	1650	110	19	110
40 miles and over 37.....	12	12	11	1500	1700	110	20	110



## EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## FREIGHT TARIFF.

Distance	In Cents Per 100 Pounds												In Cents—								Per Car-load
													Per Bbl.		Per 100 Lbs.		Per Ton		Per 100 Lbs.		
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P	
10 miles and under...	16	14	13	12	10	8	7	9	7	6	14	16	14	12	4	25	38	5	5	\$6.00	

## COMMODITY RATES.

Distance		Lumber and Articles Taking Same Rate, C. L.					Wood, Cord, Extract, and Pulp, C. L. Minimum, When Loaded in Narrow Gauge Cars 7½ Cords; When Loaded in Standard Gauge Cars 10 Cords, Per Cord 128 Cubic Feet	Salt, C. L., Min.
		Fertilizer	Hemlock, maple, and Buckeye	White Pine	Other Kinds	Sand, C. L., Per Ton 2,240 Pounds	Stone, C. L.	
10 miles and under.....	2½	2	3	3	25	25	62	5

Effective October 8, 1917.

## ELKIN AND ALLEGHANY RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## FREIGHT TARIFF.

Distances	Per 100 Pounds												Per Bbl.	Per 100 Lbs.		Per Ton 2,000 Lbs.		Per Carload		
	1	2	3	4	5	6	A	B	C	D	E	H		F	J	K	L	M	*N	*O
5 miles and under....	12	10	9	8	6	6	6	6	5	5	6	6	10	7	4	70	85	900	800	500
10 and over 5.....	18	15	12	10	9	8	8	8	7½	6	9	15	15	9	6	80	128	1350	1200	750
15 and over 10.....	27	20	17	14	12	11	9	9	9	7½	12	20	18	12	7½	105	143	1500	1350	975
20 and over 15.....	32	24	21	17	14	11	10	11	10½	9	13½	24	21	14	8½	113	150	1650	1500	1125
25 and over 20.....	36	27	24	20	15	12	11	12	12	10½	15	27	24	15	9	120	158	1800	1500	1275

\*Per car of 20,000 pounds, excess in proportion.

†Per car of 24,000 pounds, excess in proportion.

## COMMODITY RATES.

Per 100 Pounds, Unless Otherwise Specified.

Distances	Bark, Tan, Carload Minimum 24,000 Pounds	Brick, Common, Carload Minimum 10,000 Brick, Per 1,000 Brick	Cotton, in Bales	Cotton Seed and Cottonseed Hulls, Per Ton of 2,000 Pounds		Coal, Carload Minimum 30,000 Pounds, Per Ton 2,000 Pounds	Fertilizer, Carload Minimum 20,000 Pounds, Per Ton 2,000 Pounds	Logs, Rough, viz.: Dogwood, Hickory, Persimmon, Gunwood, Oak, Poplar, Pine, Maple, Birch, and Other Hardwood, Per Car of 40,000 Lbs., Excess in Proportion	Lumber and Articles Taking Lumber Rates as Shown in Note 3, Carload Minimum 24,000 Lbs.	Soil, Sand, and Loam, Per Car of 24,000 Lbs., Excess in Proportion	Wood, Cord, Acid, or Pulp, Carload Minimum 10 Cords, Per Cord of 128 Cubic Feet	Minimum Charge
				CL	LCL							
5 miles and under....	3	90	9	60	75	35	60	650	3½	500	50	20
10 and over 5.....	3	100	9	60	75	40	75	650	3½	500	55	20
15 and over 10.....	3	110	9	70	87	50	90	700	3½	650	55	20
20 and over 15.....	3½	110	11	80	100	60	100	700	4	750	60	20
25 and over 20.....	4½	120	13	80	100	65	110	750	4½	850	65	20

Effective May 1, 1914.



## KINSTON CAROLINA RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES, IN CENTS PER 100 POUNDS.

Distances	1	2	3	4	5	6	A	B	C		D		E
									CL	LCL	CL	LCL	
5 miles and under.....	18	15	12	11	9	8	6	8	6	8	5	6	9
10 miles and over 5.....	23	20	17	14	12	9	8	9	7	9	6	8	12
15 miles and over 10.....	27	23	20	17	14	11	9	11	9	11	7	9	14
20 miles and over 15.....	32	27	24	20	15	12	11	12	10	12	9	11	15
25 miles and over 20.....	36	30	27	21	17	14	12	14	11	14	10	12	17
30 miles and over 25.....	41	35	30	24	18	15	12	15	12	15	10	12	18
35 miles and over 30.....	44	38	32	25	20	15	14	17	12	15	11	14	20
40 miles and over 35.....	47	39	33	27	21	17	14	17	12	15	11	14	21
45 miles and over 40.....	50	41	35	29	21	17	15	18	14	17	11	14	21
50 miles and over 45.....	53	42	36	30	23	18	15	18	14	17	11	14	23

## COMMODITY RATES, IN CENTS.

Per 100 Pounds, Except as Otherwise Shown.

Distances	Bark, Tan, Packed, L. C. L. Brick, C. L. Minimum 10,000 Brick, Per 1,000 Brick Brick Common, C. L. 10,000 Brick Minimum, Per 1,000 Brick Brick, Hollow and Tile, Building and Roofing, in Straight or Mixed C. L., Minimum Weight 30,000 Pounds Building Material, Wooden, consisting of Lumber, Rough or dressed, Laths, Shingles, Window and Door Frames; Sash, Doors, and Blinds (Glazed or Not Glazed); Carpenters Moldings, Balusters, Baseboards, Casings, Porch Columns, Newells, Stair-work or Wainscoting, Mixed C. L., Minimum Weight 20,000 Pounds. (See Note) Note.—Will not Apply on Straight or Mixed C. L. of Sash, Doors, or Blinds Only Cement, in Bags, Actual Weight; in Barrels, Estimated Weight; Portland, 400 Pounds; N. O. S. 300 Pounds Per Barrel; C. L. Minimum Weight 40,000 Pounds Cement, in Bags or Barrels, and Lime in Barrels, Mixed C. L., Minimum Weight 24,000 Pounds Cement, N. O. S., in Barrels or Sacks, L. C. L. Coal, C. L. Minimum Weight 30,000 Pounds, Per Ton 2,000 Pounds Coal, Packed in Bags, Barrels, or Sacks, L. C. L.* Cotton, in Bales, Any Quantity												
5 miles and under.....	5	65	90	5	5	5	5	5	5	5	5	5	11
10 miles and over 5.....	7	90	100	6	6	6	6	6	6	6	7	75	14
15 miles and over 10.....	8	95	110	7	7	7	7	7	7	7	8	83	17
20 miles and over 15.....	10	100	115	8	8	8	8	8	8	8	10	90	20
25 miles and over 20.....	10	105	120	8	8	8	8	8	8	8	10	98	21
30 miles and over 25.....	11	110	125	9	8	8	8	9	9	9	11	105	23
35 miles and over 30.....	11	115	130	9	9	9	9	9	9	9	11	113	24
40 miles and over 35.....	12	120	135	10	9	9	9	10	10	10	12	120	26
45 miles and over 40.....	12	125	140	10	10	10	10	10	10	10	12	128	27
50 miles and over 45.....	12	130	145	10	10	10	10	10	10	10	12	135	29

Effective March 11, 1917.

## KINSTON CAROLINA RAILROAD—Continued.

## COMMODITY RATES, IN CENTS.

Per 100 Pounds, Except as Otherwise Shown.

Distances	Cotton Seed and Cottonseed Hulls, C. L. Minimum 20,000 Pounds, Per Ton 2,000 Pounds		Excelsior, Pressed in Bales, C. L. Minimum Weight 20,000 Pounds	Fertilizers, C. L. Minimum 24,000 Pounds, Per Ton 2,000 Pounds		Gravel, Washed, C. L. Minimum 40,000 Pounds, Per Ton 2,000 Pounds	Gravel, Clay, Unwashed, C. L. Minimum Marked Capacity of Car, Except Where Car is Loaded to Full Visible Capacity, in Which Case Actual Weight Will be Charged for, Per Ton 2,000 Pounds. (See Note Below.) (Applicable on Intrastate Traffic Only.)	Ice, Prepaid or Guaranteed, C. L. Minimum 20,000 Pounds, Per Ton 2,000 Pounds	Ice, L. C. L., Packed (or in Quantities Not Less Than 5 Tons, Unpacked), Prepaid or Guaranteed, Per Ton 2,000 Pounds	Iron, Scrap, Packed or Loose, C. L. Mini- mum 30,000 Pounds	Lime, Slacked, for Agricultural Purposes, in Bulk or Bags, C. L. Minimum 24,000 Pounds, Per Ton 2,000 Pounds
	CL	LCL		CL	LCL						
5 miles and under.....	90	113	6	90	108	45	38	75	94	5	72
10 miles and over 5.....	105	131	7	113	135	54	38	90	113	6	90
15 miles and over 10.....	120	150	7	128	153	63	45	105	132	7	102
20 miles and over 15.....	120	150	9	143	171	68	45	113	141	8	114
25 miles and over 20.....	135	169	9	158	189	72	53	120	150	8	126
30 miles and over 25.....	135	169	9	165	198	77	53	128	159	9	132
35 miles and over 30.....	143	178	10	173	207	81	60	135	169	9	138
40 miles and over 35.....	143	178	10	180	216	86	60	143	178	10	144
45 miles and over 40.....	150	188	11	188	225	90	68	150	188	10	150
50 miles and over 45.....	150	188	11	195	234	90	68	150	188	10	156

NOTE.—The rates named on Clay Gravel (unwashed) to be applied exclusively on Clay Gravel used in the building of public roads or highways in the State of North Carolina, in which the State, towns, or counties have interest.



## KINSTON CAROLINA RAILROAD—Continued.

## COMMODITY RATES, IN CENTS.

Per 100 Pounds, Except as Otherwise Shown.

Distances	Lime, in Barrels, C. L., Minimum Weight 24,000 Pounds, Actual Weight to be Charged for		Lime, in Casks or Barrels, L. C. L.		Lime Rock, Ground, C. L., Minimum Weight 24,000 Pounds, Per Ton 2,000 Pounds		Limestone, Ground, C. L., Minimum Weight 30 Net Tons, Per Ton 2,000 Pounds		Live Stock, C. L., Minimum Weight 20,000 Pounds		Logs, Rough, All Kinds, Per Car 40,000 Pounds, Excess in Proportion		Lumber, C. L., Minimum Weight 24,000 Pounds		Melons, Prepaid or Guaranteed, C. L., Minimum Weight 20,000 Pounds		Molasses, in Hogsheads or Barrels, Any Quantity		Naval Stores, viz.:		
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	Rosin, Tar, and Pitch	Crude Turpentine	Spirits Turpentine
5 miles and under.....	4	5	5	7	72	33	7	750	3	5	6	7	3	5	6	7	7	7	7	7	8
10 miles and over 5.....	5	7	6	7	90	33	8	750	4	6	8	7	4	6	8	7	7	7	7	7	8
15 miles and over 10.....	6	7	7	102	47	8	900	5	7	8	9	900	5	8	9	8	8	8	8	8	11
20 miles and over 15.....	7	9	8	114	47	9	900	5	8	9	900	5	8	9	10	8	8	8	8	8	14
25 miles and over 20.....	7	9	8	126	53	11	1050	5	8	10	1050	5	8	10	11	8	8	8	8	8	14
30 miles and over 25.....	8	10	9	132	53	12	1050	6	8	11	1050	6	8	11	11	8	8	8	8	8	14
35 miles and over 30.....	8	10	9	138	60	13	1200	6	9	11	1200	6	9	11	11	8	8	8	8	8	15
40 miles and over 35.....	9	11	9	144	60	14	1200	6	9	12	1200	6	9	12	12	9	9	9	9	9	15
45 miles and over 40.....	9	11	9	150	67	14	1350	7	10	13	1350	7	10	13	12	12	12	12	12	12	19
50 miles and over 45.....	9	11	9	156	67	15	1350	7	10	14	1350	7	10	14	12	12	12	12	12	12	19

Distances	Pipe, Earthen, Concrete, Drain Tile or Sewer, C. L., Minimum 25,000 Pounds		Pipe, Sewer, Earthen or Concrete, and Fixtures, Flues, Flue Linings, Flue Tops, Chimney Caps and Drain Tile, Earthen or Concrete, in Mixed C. L., Min. 25,000 Lbs.		Plaster, Wall, in Bags or Barrels, Minimum Weight 36,000 Pounds, C. L.		Plaster, Calcined, C. L., Minimum Weight 20,000 Pounds		Salt, in Bulk, Sacks, Boxes, or Barrels, C. L.		Salt, in Sacks, Boxes, or Barrels, L. C. L.		Sand and Loam Soil, and Marl, Per Car 40,000 Pounds, Excess in Proportion		Stone, Rubble or Crushed, in Packages or in Bulk, C. L., Minimum 40,000 Pounds, Per Ton 2,000 Pounds		Tobacco, Leaf, in Hogsheads or Tierces, Any Quantity		Wood, Fire, C. L., Minimum 10 Cords, Per Cord		Wood, Pulp, Per Car 40,000 Pounds, Excess in Proportion	
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL
5 miles and under.....	3	5	4	4	5	5	5	5	5	5	5	5	750	45	11	75	75	75	75	75	750	750
10 miles and over 5.....	4	6	5	5	6	7	6	6	6	6	6	6	975	54	12	73	73	73	73	73	900	900
15 miles and over 10.....	5	7	6	6	7	8	7	7	7	7	7	7	1125	63	14	83	83	83	83	83	900	900
20 miles and over 15.....	5	8	6	7	8	10	8	8	8	8	8	8	1275	68	20	90	90	90	90	90	900	900
25 miles and over 20.....	6	8	7	7	8	10	8	8	8	8	8	8	1425	72	20	90	90	90	90	90	1050	1050
30 miles and over 25.....	6	9	8	8	9	11	8	8	8	8	8	8	1575	77	21	90	90	90	90	90	1050	1050
35 miles and over 30.....	7	9	9	8	9	11	9	9	9	9	9	9	1725	81	23	105	105	105	105	105	1200	1200
40 miles and over 35.....	7	10	9	9	10	12	9	9	9	9	9	9	1800	86	26	105	105	105	105	105	1200	1200
45 miles and over 40.....	7	10	9	9	10	12	10	10	10	10	10	10	1800	90	26	120	120	120	120	120	1350	1350
50 miles and over 45.....	7	10	9	9	10	12	10	10	10	10	10	10	1800	90	26	120	120	120	120	120	1350	1350

Effective October 17, 1916.

## LAURINBURG AND SOUTHERN RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## FREIGHT TARIFF.

Distances	In Cents Per 100 Pounds												In Cents—		Per Ton		Per Carload		
	1	2	3	4	5	6	A	B	C	D	E	H	Per Bbl.	Per 100 Lbs.	L	M	N	O	P
7 miles and under ----	12	10	8	6	6	5	5	5	5	4	6	6	10	4	\$0.60	\$0.85	\$9.00	\$8.00	\$5.00
12 miles and over 7....	18	13	11	9	8	7	6	6	6	5	8	9	12	5	.70	.95	10.00	9.00	6.50
17 miles and over 12....	21	16	14	11	9	9	8	8	7	6	9	11	14	5½	.75	1.00	11.00	10.00	7.50
22 miles and over 17....	24	18	16	13	11	9	8	9	8	7	11	13	16	6	.80	1.05	12.00	10.00	8.50

## COMMODITY RATES, IN CENTS.

Distances	Molasses, in Hogsheads or Barrels, Owner's Risk of Leakage, Per 100 Pounds	Naval Stores			Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds
		Rosin, Tar, and Pitch, Per 100 Pounds	Crude Turpentine, Per 100 Pounds	Spirits Turpentine, Per 100 Pounds	
7 miles and under.....	4	4½	4½	5	7
12 miles and over 7.....	5	4½	4½	5	8
17 miles and over 12.....	6	5	5	7½	9
22 miles and over 17.....	7	5½	5½	9	13

Distances	Brick, C. L., 10,000 Brick Minimum, Per 1,000 Brick	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cottonseed Hulls, C. L. 10 Tons Minimum, Per 2,000 Pounds		Sand and Loam Soil, Car of 40,000 Pounds, Excess Pro Rata	Coal, C. L. 15 Tons Minimum, Per Ton 2,000 Pounds	Excelsior, Pressed in Bales, Per Car 20,000 Pounds, Excess Pro Rata	Fertilizer, C. L. 10 Tons Minimum, Per Ton 2,000 Pounds	Logs, Rough, C. L., Minimum Weight 40,000 Pounds, Per Car 40,000 Pounds, Excess in Proportion	Limestone, Ground, C. L. Minimum Weight 30 Net Tons, Per Ton 2,000 Pounds	Wood, Fire, C. L. 10 Cords Minimum, Per Cord
			CL	LCL							
7 miles and under .....	\$ .65	\$ .09	\$ .60	\$ .75	\$ 5.00	\$ .35	\$ 8.80	\$ .60	\$ 5.00	\$ .33	\$ .50
12 miles and over 7.....	.90	.09	.70	.87½	6.50	.50	9.90	.80	5.00	.33	.50
17 miles and over 12.....	.95	.11	.80	1.00	7.50	.55	11.00	1.00	5.00	.47	.55
22 miles and over 17.....	1.00	.13	.80	1.00	8.50	.60	11.00	1.10	6.00	.47	.60

Effective February 8, 1916.



## LAWNDALE RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	In Cents Per 100 Pounds												Bbl.	100 Lbs.	As Per Classification				
															Per Ton		Per Car		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P
5 miles and under ....	12	10	8	6	6	5	5	5	5	4	6	6	10	4	60	85	900	800	500
10 miles and over 5....	16	13	11	9	8	7	6	6	6	5	8	9	12	5	70	95	1000	900	650
15 miles and over 10....	20	16	14	11	9	7½	6½	7	7	6	9	11	14	5½	75	100	1100	1000	750

## COMMODITY RATES.

(In Cents Per 100 Pounds, Except Where Otherwise Shown.)

Distances	Brick, Common, C. L. Minimum 10,000 Brick, Per 1,000 Brick (See Note)	Cotton, in Bales	Cotton Seed and Cotton-seed Hulls, C. L. Minimum Weight 10 Net Tons, L. C. L. Packed, Per Ton 2,000 Pounds		Fertilizers, C. L. Minimum Weight 10 Net Tons, Per Ton 2,000 Pounds		Firewood, C. L. Minimum 10 Cords, Per Cord 128 Cubic Feet	Monazite
			CL	LCL	CL	LCL		
5 miles and under.....	65	8	60	75	60	72	50	3
10 miles and over 5.....	90	8	70	87½	70	84	50	3
15 miles and over 10.....	95	10	80	100	80	96	55	3

NOTE.—When cars are furnished that will not load 10,000 brick, actual weight, but not less than marked capacity of car, shall be charged for, estimating the weight at 5,000 pounds per 1,000 brick.

## SWITCHING, DRAYAGE, AND HANDLING CHARGES AT SHELBY, N. C.

The Lawndale Railway and Industrial Company will assess on all carload shipments switched to the Southern Railway at Shelby, N. C., \$2.00 per car.

The cars of the Lawndale Railway and Industrial Company are narrow gauge; therefore, on all carload shipments, except as noted below, interchanged between the Lawndale Railway and Industrial Company and the Seaboard Air Line Railway and Southern Railway, at Shelby, N. C., the following handling charges should be assessed in addition to the through rate:

Brick, carload.....	½ cent per 100 pounds.
†Cotton Seed, carload.....	15 cents per ton, 2,000 pounds.
Firewood, carload.....	20 cents per cord.
†Lumber, carload.....	½ cent per 100 pounds.

†Does not apply on shipments destined to Charlotte, N. C., when routed via Seaboard Air Line Railway.

†Applies on shipments interchanged with the Seaboard Air Line Railway, when to and from points in North and South Carolina. Applies on shipments in connection with the Southern Railway, to and from all points.

On less car-load shipments transferred from the depot of the Lawndale Railway and Industrial Company to the depot of the Southern Railway at Shelby, N. C., a drayage charge of 3 cents per hundred pounds, subject to a minimum charge of 10 cents on single shipments, will be made.

## LINVILLE RIVER RAILWAY.

## CLASS RATES. (Advance.)

Distances	In Cents Per 100 Pounds											Per Ton 2,000 Lbs.		Per 100 Lbs.		
	1	2	3	4	5	6	A	B	C	D	K	L	M	N	O	P
5 miles and under.....	25	21½	19	16	13	11	9	10	10	7½	5½	90	160	9	7	4
10 miles and over 5.....	29	25	21½	17½	15	11½	10	11½	11½	10	7½	110	160	9½	7½	5
15 miles and over 10.....	34	29	25	21½	17½	14	11½	14	14	11½	9	130	180	10½	9	5½
20 miles and over 15.....	40	34	30	25	19	15	14	15	15	14	9½	140	180	11½	9½	6½
25 miles and over 20.....	45	37½	34	26½	21½	17½	15	17½	17½	15	10½	150	190	13	10½	7
30 miles and over 25.....	51½	44	37½	30	22½	19	15	19	19	15	11½	160	200	15	10½	8
35 miles and over 30.....	55	47½	40	31½	25	19	17½	21½	19	17½	11½	170	220	16½	11½	8½

## COMMODITY RATES. (Advance.)

## In Cents Per 100 Pounds, Unless Otherwise Specified.

Distances	Robbins Shuttles, and Spools, Finished, Packed, C. L. Minimum 10,000 Pounds		Brick, Common, C. L. Minimum 5,000 Brick, Per 1,000 Brick		Cement, C. L. Minimum 16,000 Pounds		Coal, C. L. Minimum 16,000 Pounds, Per Ton 2,000 Pounds		Coke, C. L. Minimum Weight 16,000 Pounds		Cottonseed Meal and Hulls, C. L. Minimum 16,000 Pounds, Per Ton 2,000 Pounds		Evergreens, in Bales, Boxes, or in Bulk, Owner's risk of Loss or Damage by Heating, Freezing, or Improper Packing, Value Limited to 3 Cents Per Pound, Prepaid or Guaranteed, C. L. Minimum 16,000 Pounds		*Fertilizer, C. L. Minimum 16,000 Pounds, Per Ton 2,000 Pounds		Flour, Grain, Meal, Chop, Bran, and Mill Feed, Straight or Mixed C. L., Minimum 16,000 Pounds		Fruits and Vegetables, viz.: Apples, Fresh, Beets, Cabbage, Carrots, Onions, Potatoes, and Turnips, Fresh or Green, Straight or Mixed C. L., Mini- mum 16,000 Pounds	
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL
5 miles and under.....	9	12½	†75	5	70	†120	80	130	4½	6½	80	90	4½	4½						
10 miles and over 5.....	9	12½	†75	5	90	†130	100	200	6½	12½	100	120	5	6½						
15 miles and over 10.....	9	12½	†75	5	90	†150	130	250	7½	15	130	150	7½	7½						
20 miles and over 15.....	12½	16½	†125	7	100	†150	150	300	9	17½	140	170	8	9						
25 miles and over 20.....	12½	16½	†125	7	100	†160	150	300	11½	22½	150	180	8	9						
30 miles and over 25.....	12½	16½	†150	9	110	†170	160	310	11½	22½	150	180	9	10						
35 miles and over 30.....	12½	16½	†150	9	110	†180	160	310	14	25	160	200	9	10						

\*Will not apply on cottonseed meal and hulls.

†Plus two (2) cents per hundred pounds.

‡Applies only on interstate traffic.



## LINVILLE RIVER RAILWAY—Continued.

## COMMODITY RATES. (Advance.)

In Cents Per 100 Pounds, Unless Otherwise Specified.

Distances	Gravel, C. L. Minimum Weight 20,000 Pounds, Per Ton 2,000 Pounds		Ice, C. L. Minimum 16,000 Pounds, Per Ton 2,000 Pounds	Iron and Steel Articles, viz.: Railway Track Material, viz.: Angle Bars, Chairs, Fish Plates, Frogs, Splice bars, Spikes, Switches, Switch Chairs, Switch Stands, Tie Plates, Track Braces and Rails (New or Second-hand), C. L. Min. 16,000 Pounds, Per Ton 2,000 Pounds Scrap Iron, C. L. Minimum 16,000 Pounds, Per Ton 2,000 Pounds		Lime, Building, C. L. Minimum 16,000 Pounds	Logs, Except Walnut, Cherry, Cedar, and Figured Birch, C. L. Minimum 24,000 Pounds	Lumber and Articles Taking Same Rates					Mica, Ground, in Barrels, Boxes, or Sacks, C. L. Minimum 16,000 Pounds
	Note 1	Note 2						Hemlock	Birch and Maple	Buckeye and Chestnut	White Pine	Other Kinds	
5 miles and under.....	60	60	90	80	80	4½	2½	2½	2½	2½	5	3	4½
10 miles and over 5.....	70	70	100	100	100	4½	4	4	4	4	6½	5	6½
15 miles and over 10.....	80	80	100	130	130	4½	4	5	5	5	7	6	7½
20 miles and over 15.....	80	100	130	150	150	6½	4½	5	6	6½	7	6	9
25 miles and over 20.....	90	110	130	150	150	6½	4½	5	6	6½	7	6	10
30 miles and over 25.....	100	120	150	160	160	7½	5	5½	6½	7	8	7	10
35 miles and over 30.....	100	130	150	160	160	7½	5	5½	6½	7	8	7	11½

NOTE 1.—Applies only on traffic between points in the State of North Carolina.

NOTE 2.—Applies only on interstate traffic.

Effective June 25, 1918.

## LINVILLE RIVER RAILWAY—Continued.

## COMMODITY RATES. (Advance.)

In Cents Per 100 Pounds, Unless Otherwise Specified.

Distances	Packages, Empty, Re- turned, Prepaid, Per Package (See Note 3 Below)		Plaster, Wall, C. L. Minimum 20,000 Pounds		Salt, C. L. Minimum 16,000 Pounds	Sand, C. L., Per Ton 2,240 Pounds	Stone, viz.:			Trees and Shrubby, in Bales, Boxes, or in Bulk, Owner's Risk of Loss or Damage by Heating, Freezing, or Improper Packing, Value Limited to 3 Cents Per Pound, Prepaid or Guaranteed, C. L. Minimum 16,000 Pounds	Wood, Cord, Extract, and Pulp, C. L. Minimum 7½ Cords, Per Cord 128 Cubic Feet	
	Turkey Coops	Cabbage Crates, Chicken Coops, Bread Boxes, and Egg Cases	Note 1	Note 2			CL	LCL	Stone, C. L., Per Ton 2,240 Pounds			
5 miles and under.....	6½	3	5	5½	4½	50	60	130	50	4½	6½	80
10 miles and over 5.....	6½	3	5½	7½	6½	50	60	130	50	6½	12½	80
15 miles and over 10.....	6½	3	8	9	7½	50	60	130	50	7½	15	80
20 miles and over 15.....	10	6½	8½	9½	10	70	80	140	70	9	17½	90
25 miles and over 20.....	10	6½	9½	10½	10	70	80	140	70	11½	22½	90
30 miles and over 25.....	14	9	10	11½	12½	90	90	150	90	11½	22½	90
35 miles and over 30.....	14	9	10	11½	12½	90	90	150	90	14	25	100

NOTE 1.—Applies only on traffic between points in the State of North Carolina.

NOTE 2.—Applies only on interstate traffic.

NOTE 3.—Minimum charge, 7 cents for single shipment.

Effective June 25, 1918.



## LOUISVILLE AND NASHVILLE RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS AND COMMODITY RATES.

Distances	In Cents Per 100 Lbs.										Per Bbl.	Per 100 Lbs.					Per Ton		Per Car			Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	F	G	H	J	K	L	M	N	O	P	R
7 miles and under.....	15	14	12	10	9	7	6	5	4½	4	5	9	3	10	10	5	44	65	6.25	6.60	5.00	8
12 miles and over 7 ..	20	17	14	12	11	10	9	8	5½	5	6	11	4	12	12	6	62	100	8.10	6.60	6.28	8

Distances	Brick, C. L. Minimum 10,000 Brick, Per 1,000 Brick	Cotton	Cotton Seed and Cotton-seed Hulls, C. L., Packed, Per Ton 2,000 Pounds		Fertilizer, Per Ton 2,000 Pounds		Firewood, C. L. Minimum 10 Cords	Molasses, in Barrels or Hogsheads	Sand and Loam Soil, C. L. Minimum 40,000 Pounds	Rough Logs, viz.: Dogwood, Hickory, Persimmon, Gumwood, Rough Oak, Poplar, Pine, Maple, Birch, and Other Hardwood Logs, Per Car 40,000 Pounds, Excess in Proportion						
			CL	LCL	CL	LCL										
			7 miles and under.....	65	9	60					75	60	72	50	4	\$ 5.00
			10 miles and under.....													
12 miles and over 7.....	90	9	70	87½	80	96	50	5	6.50							
12 miles and over 10.....										7.00						

Effective May 8, 1912.

## MADISON COUNTY RAILWAY.

## CLASS RATES, IN CENTS PER 100 POUNDS. (Advance.)

Distances	1	2	3	4	5	6	A	B	C	D	K	L	M	N	O	P
8 miles and under.....	25	21½	19	16	13	11	9½	10	9	9	7½	7½	7½	9½	7½	5½

## COMMODITY RATES. (Advance.)

In Cents Per 100 Pounds, Except as Shown.

Distances	Brick, C. L., Per 1,000 Brick	Cement, in Bags, Actual Weight; in Barrels, Estimated Weight; Portland, 400 Pounds; N. O. S., 300 Pounds; C. L. Minimum Weight 40,000 Pounds	Cordwood, i. e., Acid, Fuel, or Pulp, C. L., Per Cord of 128 Cubic Feet	Coal and Coke, Per Ton of 2,000 Pounds	Fertilizer, C. L., Per Ton of 2,000 Pounds	Gravel, C. L., Minimum Weight 40,000 Pounds	Lime, in Barrels, C. L. Minimum Weight 24,000 Pounds	Lime, Slacked, for Agricultural Purposes, in Bulk or Bags, C. L., Per Ton 2,000 Pounds	Logs, Per Car 40,000 Pounds, Excess in Proportion	Lumber, C. L.	Plaster, Calcined, C. L.	Plaster, Wall, in Bags or Barrels, C. L. Minimum Weight 36,000 Pounds	Sand, C. L.
8 miles and under.....	260	8	100	80	90	4½	7	90	\$12.50	5½	8	7½	5½

Effective June 25, 1918.

## MAXTON, ALMA AND SOUTHBOUND RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	In Cents Per 100 Pounds											Per Bbl.	Per 100 Lbs.	As Per Classification				Per Car	
														Per Ton		Per Car			
	1	2	3	4	5	6	A	B	C	D	E			H	F	K	L		M
7 miles and under...	18	15	12	10	8	8	7	7	6	6	8	6	12	5	80	95	1000	900	650
12 miles and over 7...	22	18	16	12	11	10	8	9	9	7	11	12	18	6	90	100	1100	1000	750
17 miles and over 12...	26	22	17	14	13	10	8	9	10	8	11	12	20	7	100	100	1300	1200	850

## COMMODITY RATES.

In Cents Per 100 Pounds, Except Where Otherwise Shown.

	Brick, C. L. Minimum 10,000 Brick, Per 1,000 Brick	Cotton	Cotton Seed and Cotton- seed Hulls, C. L. Mini- mum Weight 10 Net Tons, Per Ton 2,000 Pounds		Fertilizer, Per Ton 2,000 Pounds		Logs, Rough, Per Car 40,000 Pounds, Excess in Proportion	Wood, Fire, C. L. Minimum 10 Cords, Per Cord 128 Cubic Feet
			CL	LCL	CL	LCL		
7 miles and under.....	65	9	60	75	60	72	650	50
12 miles and over 7.....	90	9	70	87½	80	96	700	50
17 miles and over 12.....	95	11	80	100	100	120	750	60

Effective June 5, 1917.

## NORFOLK AND WESTERN RAILWAY.

FREIGHT TARIFF—Standard.



## PIEDMONT AND NORTHERN RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES IN CENTS.

From Charlotte, N. C., To	Per 100 Pounds											Per Bbl.		Per 100 Pounds						
	1	2	3	4	5	6	A	B	C	D	E	H	F		K	L	M	N	O	P
													CL	LCL						
Hoskins.....N. C.	12	10	8	7	6	5	4	5	5	4	6	7	8	10	3	2.5	2.65	4½	3.5	2.5
Pinoca.....N. C.	12	10	8	7	6	5	4	5	5	4	6	7	8	10	3	2.5	2.65	4½	3.5	2.5
Thrift.....N. C.	15	13	11	9	8	6	5	6	6	5	8	9	9.6	12	4	3	3.35	5	4	3
Mt. Holly.....N. C.	18	15	13	11	9	7	6	7	7	6	9	11	11	14	4.5	3.5	4	5½	4.5	3
Belmont Junction.....N. C.	18	15	13	11	9	7	6	7	7	6	9	11	11	14	4.5	3.5	4	5½	4.5	3
Abbey.....N. C.	18	15	13	11	9	7	6	7	7	6	9	11	11	14	4.5	3.5	4	5½	4.5	3
Belmont.....N. C.	18	15	13	11	9	7	6	7	7	6	9	11	11	14	4.5	3.5	4	5½	4.5	3
McAdenville.....N. C.	21	18	16	13	10	8	7	8	8	7	10	13	13	16	5	3.75	5	6	5	3.4
Lowell.....N. C.	21	18	16	13	10	8	7	8	8	7	10	13	13	16	5	3.75	5	6	5	3.4
Ranlo.....N. C.	21	18	16	13	10	8	7	8	8	7	10	13	13	16	5	3.75	5	6	5	3.4
Spencer Mountain.....N. C.	24	20	18	14	11	9	8	9	9	8	11	14	14½	18	5.5	4	5	7	5.5	3.8
Gastonia.....N. C.	24	20	18	14	11	9	8	9	9	8	11	14	14½	18	5.5	4	5	7	5.5	3.8

## COMMODITY RATES, IN CENTS.

From Charlotte, N. C. To	Brick, Common, C. L., Per 1,000 Brick	Coal, C. L., Minimum Weight 15 Tons, Per Ton 2,000 Pounds	Cotton, in Bales, Per 100 Pounds	Per Ton 2,000 Pounds				Logs, Rough (All Kinds), Per Car 40,000 Pounds, Excess in Proportion	Lumber and Cross-ties, C. L. Mini- mum 24,000 Pounds, Per 100 Pounds	Manure, Stable, C. L., Minimum Weight 1½ Tons, Per Ton 2,000 Pounds	Molasses, in Barrels or Hogsheads, Per 100 Pounds	Sand and Loam Soil, C. L., Per Car 40,000 Pounds, Excess in Proportion	Firewood, Released, C. L. Minimum 10 Cords, Excess in Proportion, Ship- ments to be Loaded and Unloaded by Owner, Per Cord 128 Cubic Feet		
				C. L., Minimum 20,000 Pounds	Cotton Seed and Cotton- Seed Hulls	Fer- tilizer									
							L. L. C., Packed							C. L., Minimum 12 Net Tons	L. C. L., Packed
Hoskins.....N. C.	65	35	7	60	75	60	72	500	2	60	4	500	50		
Pinoca.....N. C.	65	35	7	60	75	60	72	500	2	60	4	500	50		
Thrift.....N. C.	65	50	9	60	75	75	90	500	2½	60	5	500	50		
Mt. Holly.....N. C.	90	55	11	70	87½	85	102	500	3	70	5½	650	55		
Belmont Junction.....N. C.	90	55	11	70	87½	85	102	500	3	70	5½	650	55		
Abbey.....N. C.	90	55	11	70	87½	85	102	500	3	70	5½	650	55		
Belmont.....N. C.	90	55	11	70	87½	85	102	500	3	70	5½	650	55		
McAdenville.....N. C.	95	60	13	80	100	95	114	600	3½	80	6	750	60		
Lowell.....N. C.	95	60	13	80	100	95	114	600	3½	80	6	750	60		
Ranlo.....N. C.	100	60	13	80	100	95	114	600	3½	80	6	850	60		
Spencer Mountain.....N. C.	100	65	14	80	100	105	126	600	3½	80	6½	850	60		
Gastonia.....N. C.	100	65	14	80	100	105	126	600	3½	80	6½	850	60		

Effective March 18, 1916.

## RALEIGH AND CHARLESTON RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	In Cents Per 100 Pounds												Bbl.	100 Lbs.	As Per Classification					
															Ton		Car			
	1	2	3	4	5	6	A	B	C	D	E	H			F	K	L	M	N	O
5 miles and under .....	12	10	8	6	6	5	5	5	5	4	6	6	10	4	60	85	900	800	500	
10 miles and over 5.....	18	13	11	9	8	7	6	6	6	5	8	9	12	5	70	95	1000	900	650	
15 miles and over 10.....	21	16	14	11	9	7½	6½	7	7	6	9	11	14	5½	75	100	1100	1000	750	
20 miles and over 15.....	24	18	16	13	10	8	7	8	8	7	10	12	16	6	80	105	1200	1000	850	
25 miles and over 20.....	27	20	18	14	12	9	8	9	9	8	12	14	18	6½	90	115	1400	1100	950	
30 miles and over 25.....	30	24	20	16	13	10	8	10	10	8	13	16	20	7	100	125	1600	1200	1050	
35 miles and over 30.....	33	26	22	18	14	11	9	11	10	9	14	18	20	7½	110	135	1800	1400	1150	
40 miles and over 35.....	33	26	22	18	14	11	9	11	10½	9	14	18	21	8	120	135	1800	1400	1200	
45 miles and over 40.....	36	28	24	20	15	12	10	12	10½	9	15	20	21	8	120	145	2000	1600	1200	

## COMMODITY RATES.

Distances	Brick, Common, Per 1,000 Brick	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cotton-seed Hulls, Per Ton 2,000 Pounds		Fertilizer, Per Ton 2,000 Pounds		Limestone, Ground, C. L., Min. Wt. 30 Net Tons, Per Ton 2,000 Lbs.	Logs, Rough, viz.: Birch, Dogwood, Gunwood, Hickory, Maple, Pine, Poplar, Persimmon, Rough Oak, and Other Hardwood Logs, C. L., Minimum Weight 40,000 Pounds, Excess in Proportion	Rosin and Tar, Per 100 Pounds	Naval Stores		Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds	Wood, Fuel and Slab, C. L. Minimum 10 Cords, Per Cord 128 Cubic Feet
			CL	LCL	CL	LCL				Turpentine, Crude, Per 100 Pounds	Pitch, Per 100 Pounds		
5 miles and under.....	80	9	50	62½	60	72	33	650	5	8	7	40	
10 miles and over 5.....	80	9	60	75	80	96	33	650	5	8	8	45	
15 miles and over 10.....	90	11	70	87½	100	120	47	700	5	8	8	50	
20 miles and over 15.....	90	13	80	100	110	132	47	700	5	8	10	60	
25 miles and over 20.....	100	14	90	112½	120	144	53	-----	5½	12	10	60	
30 miles and over 25.....	100	15	100	125	120	144	53	-----	5½	12	11	60	
35 miles and over 30.....	110	17	110	131½	130	156	60	-----	5½	12	11	65	
40 miles and over 35.....	110	18	120	150	130	156	60	-----	5½	12	12	70	
45 miles and over 40.....	120	20	120	150	140	168	67	-----	6	12	12	80	

Effective May 14, 1915.



## RANDOLPH AND CUMBERLAND RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	1	2	3	4	5	6	A	B	C		D		Minimum Charge
									CL	LCL	CL	LCL	
5 miles and under.....	12	10	8	7	6	5	4	5	4	5	3	4	15
10 miles and over 5.....	15	12	10	9	8	6	5	6	5	6	4	5	15
15 miles and over 10.....	18	14	13	11	9	7	6	7	6	7	5	6	15
20 miles and over 15.....	21	17	16	13	10	8	7	8	7	8	6	7	15
25 miles and over 20.....	24	20	18	14	11	9	8	9	7	9	7	8	15

## COMMODITY RATES.

Distances	Bark, Tan, C. L. Min. Wt., When cars 36 Ft. in Length or Over are Used, 24,000 Lbs.; Cars Under 36 Ft. in Length 20,000 Lbs.																													
	Brick, Common, Per 1,000 Brick, C. L. Minimum 10,000 Brick		Coal, Per Ton 2,000 Pounds, C. L. Minimum Weight 30,000 Pounds		Cotton, in Bales, Any Quantity. (See Note)		Cotton Seed and Cottonseed Hulls, Per Ton of 2,000 Pounds, C. L. Minimum Weight 20,000 Pounds, L. C. L. Packed. (See Note)		Fertilizer, Per Ton 2,000 Pounds, C. L. Minimum Weight 24,000 Pounds (See Note)		Logs, Rough, Per Car of 40,000 Pounds, Excess in Proportion		Lumber, Per 100 Pounds, C. L. Minimum Weight 24,000 Pounds		Tar, Rosin, Pitch, and Crude Turpentine, Any Quantity		Spirits of Turpentine, Any Quantity		Tobacco, Leaf, in Hogsheads or Tierces, Any Quantity		Sand, Loam, Soil, and Marl, Per Car of 40,000 Pounds, Excess in Proportion		Firewood, Per Cord, C. L. Minimum 10 Cords		Wood, Pulp and Extract, Per Cord, C. L. Minimum 10 Cords					
	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL	CL	LCL		
5 miles and under.....	2½	65	35	7	60	75	60	72	650	2½	4½	5	7	500	40	50	4½	5	7	500	40	50	4½	5	7	500	40	50		
10 miles and over 5.....	3	90	50	9	70	87½	80	96	650	3	4½	5	9	650	50	50	4½	5	9	650	50	50	4½	5	9	650	50	50		
15 miles and over 10.....	4	95	55	11	80	100	100	120	700	4	5	7½	11	750	55	55	4	5	7½	11	750	55	55	4	5	7½	11	750	55	55
20 miles and over 15.....	4½	100	60	13	80	100	110	132	700	4½	5½	9	13	850	60	60	4½	5½	9	13	850	60	60	4½	5½	9	13	850	60	60
25 miles and over 20.....	4½	105	65	14	90	112½	120	144	750	4½	5½	9	14	950	60	60	4½	5½	9	14	950	60	60	4½	5½	9	14	950	60	60

NOTE.—Rates shown above, when applied to intrastate traffic, received from or delivered to connecting lines, are subject to a deduction of 10% on cotton, cotton seed, and cottonseed hulls, and 20% deduction on fertilizers.

## RANDOLPH AND CUMBERLAND RAILWAY—Continued.

## COMMODITY RATES

(To Cover Articles Included in Classes K, L, M, N, O, and P.)

Distances	Building Material, Wooden, C. L. Minimum Weight 20,000 Pounds	Brick, Hollow and Tile, Building and Roofing, in Straight or Mixed C. L., Minimum Weight 30,000 Pounds	Cement, in Bags or Barrels, and Lime in Barrels, Mixed, C. L. Min. Wt. 40,000 Lbs.	Gravel, Per Ton of 2,000 Pounds, C. L. Minimum Weight 40,000 Pounds	Ice, Per Ton 2,000 Pounds, Prepaid or Guaranteed, C. L. Min. Wt. 20,000 Pounds	Iron, Scrap, Per Ton 2,000 Pounds, C. L. Minimum Weight 30,000 Pounds	Lime, Slacked, for Agricultural Purposes, in Bulk or in Bags, Per Ton 2,000 Pounds, C. L. Minimum Weight 24,000 Pounds	Lime, N. O. S., in Barrels, C. L. Minimum Weight 40,000 Pounds	Limestone, Ground or Pulverized, C. L. Min. Wt. 40,000 Lbs., Per Ton 2,000 Lbs.	Household Goods and Live Stock, C. L. Minimum Weight 20,000 Pounds	Manure, Stable, Minimum C. L. 20,000 Pounds, per Ton 2,000 Pounds	Melons, Prepaid or Guaranteed, C. L. Minimum Weight 20,000 Pounds	Pipe, Earthen, Concrete, Drain Tile, or Sewer, C. L. Min. Weight 25,000 Pounds	Plaster, Wall, C. L. Minimum Weight 20,000 Pounds	Plaster, Calcined, C. L. Minimum Weight 20,000 Pounds	Salt, C. L. Minimum Weight 20,000 Pounds	Stone, Rubble or Crushed, C. L. Min. Wt. 40,000 Pounds, Per Ton 2,000 Pounds
5 miles and under ....	4	4	4	25	50	80	48	4	30	4½	60	4	2	4	4	4	25
10 miles and over 5....	4½	5	5	35	60	100	64	5	40	5	70	4½	2½	5	5	4½	35
15 miles and over 10....	5	5½	5½	40	65	110	80	5½	50	5½	80	5	3	5½	5½	5	40
20 miles and over 15....	5	6	6	45	70	120	88	6	55	6	80	5	3½	6	6	5	45
25 miles and over 20....	5½	6½	6½	50	75	130	96	6½	60	7	90	5½	4	6½	6½	5½	50

Effective June 10, 1916.



## ROANOKE RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## FREIGHT TARIFF.

In cents per hundred pounds, except where otherwise shown.

Distances	In Cents Per 100 Pounds											Per Bbl.	Per 100 Lbs.		As Per Classification				Per Car (See Note 2, Below)	
															Per Ton		Per Car			
	1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N		O
5 miles and under...	20	16	14	12	10	8	7	8	8	7	10	13	15	9	6	75	100	1100	1000	650
10 miles and over 5...	20	16	14	12	10	8	7	8	8	7	10	13	15	9	6	75	100	1100	1000	650

Distances	Brick, C. L. Minimum 10,000 Brick (See Note 1, Below), Per 1,000 Brick	Cotton, in Bales	Cotton Seed and Cotton-seed Hulls, Per Ton 2,000 Pounds		Fertilizer, C. L. Minimum Weight 10 Net Tons, Per Ton 2,000 Pounds	Logs, Rough, viz.: Dogwood, Gum, Hickory, and Persimmon, C. L. Minimum Weight 40,000 Pounds, Per Car 40,000 Pounds, Excess in Proportion	Sand and Loam Soil, C. L. Minimum Weight 40,000 Pounds, Per Car 40,000 Pounds, Excess in Proportion	Wood, Fire, C. L. Minimum 10 Cord, Per Cord 128 Cubic Feet
			CL	LCL				
5 miles and under.....	90	9	60	75	60	650	500	50
10 miles and over 5.....	100	9	70	87½	80	650	650	50

NOTE 1.—When cars are furnished that will not load 10,000 brick, actual weight, but not less than marked capacity of car shall be charged for, estimating the weight at 5,000 pounds per 1,000 brick.

NOTE 2.—The rates published herein on Class "P" apply per car 24,000 pounds, excess in proportion, on lumber and all articles taking lumber rates, and per car 25,000 pounds, excess in proportion, on all other articles rated Class "P."

No deduction in joint traffic. (March 19, 1917.)

Pine sawmill logs, which may include 20% hardwood logs, 10 miles and under, \$2.00 per 1,000 feet, carload minimum 3,500 feet.

Peanuts, 10 miles and under, L. C. L., 8 cents; C. L., 6 cents per 100 pounds.

Effective December 7, 1916.

## ROANOKE RIVER RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 23 of the United States Railroad Administration.)

## CLASS RATES, IN CENTS PER 100 POUNDS.

Distances	1	2	3	4	5	6	A	B	C		D		E	H	F	J	K	L	M	N	O	P
									CL	LCL	CL	LCL										
5 miles and under...	18	15	12	11	9	8	6	8	6	8	5	6	8	9	12	8	5	65	90	900	800	500
10 miles and over 5..	23	20	17	14	12	9	8	9	7	9	6	8	10	13	15	9	6	75	100	1100	1000	650
15 miles and over 10..	27	23	20	17	14	11	9	11	9	11	7	9	12	15	17	10	6	80	105	1200	1100	750

## COMMODITY RATES, IN CENTS PER 100 POUNDS.

DISTANCES			Bark, Tan, C. L. Min. Wt., When Cars of 36 Ft. in Length or Over are Used, 24,000 Pounds; Cars Under 36 Ft. in Length, 20,000 Pounds		Cotton, in Bales, Any Quantity		Logs, Rough, Per Car of 40,000 Pounds, Excess in Proportion		Lumber, C. L. Minimum Weight 30,000 Pounds, Per 100 Pounds		Wood, Fire, Minimum Car 10 Cords, Per Cord		Wood, Pulp and Extract, C. L. Minimum 10 Cords, Per Cord		Building Material, Wooden, C. L. Minimum Weight 20,000 Pounds		Brick, Hollow and Tile, Building and Roofing, in Straight or Mixed C. L., Minimum Weight 30,000 Pounds		Cement, in Bags or Barrels, C. L. Minimum Weight 40,000 Pounds		Cement, in Bags or Barrels, and Lime in Barrels, Mixed, C. L. Minimum Weight 40,000 Pounds		Gravel, Per Ton 2,000 Pounds, C. L. Minimum Weight 40,000 Pounds	
5 miles and under.....	3	7	750	3	60	60	5½	4½	4½	4½	37½													
10 miles and over 5.....	3½	9	750	3½	60	60	6	6	6	45														
15 miles and over 10.....	4	11	900	4	65	65	7	7	7	45														

Distances	Ice, C. L. Minimum Weight 20,000 Pounds, Prepaid or Guaranteed, Per Ton 2,000 Pounds		Iron, Scrap, C. L. Minimum Weight 30,000 Pounds, Per Ton 2,000 Pounds		Lime, Slacked, for Agricultural Purposes, in Bulk or Bags, C. L. Minimum Weight 24,000 Pounds, Per Ton 2,000 Pounds		Lime, N. O. S., in Barrels, C. L. Minimum Weight 40,000 Pounds		Live Stock, C. L. Minimum Weight 20,000 Pounds		Limestone, Ground or Pulverized, C. L. Minimum Weight 60,000 Pounds, Per Ton 2,000 Pounds		Melons, Prepaid or Guaranteed, C. L. Minimum Weight 20,000 Pounds		Pipe, Earthen, Concrete, Drain Tile or Sewer, C. L. Minimum Weight 25,000 Pounds		Plaster, Wall, C. L. Minimum Weight 20,000 Pounds		Plaster, Calcined, C. L. Minimum Weight 20,000 Pounds		Salt, C. L. Minimum Weight 20,000 Pounds		Stone, Rubble or Crushed, C. L. Min. Wt. 40,000 Pounds, Per Ton 2,000 Pounds	
	75	4½	48	4½	7	30	5½	3	4½	4½	4½	7	7	3.9	4.5	7	7	7	7	5½	37½			
5 miles and under.....	75	4½	48	4½	7	30	5½	3	4½	4½	4½	7	7	3.9	4.5	7	7	7	7	5½	37½			
10 miles and over 5.....	90	6	64	6	7½	40	6	6	6	6	6	6	6	6	6	6	6	6	6	6	45			
15 miles and over 10.....	105	7	80	7	8½	50	7	7	7	7	7	7	7	7	7	7	7	7	7	7	45			

Effective March 30, 1916.



**ROCKINGHAM RAILROAD.**  
**CLASS AND COMMODITY RATES.**

Distances	In Cents Per 100 Pounds														Per Bbl	Per 100 Lbs.	Per Ton, as Per Classifi- cation		Per Car, as Per Classifica- tion, Excess in Proportion		
	1	2	3	4	5	6	A	B	C		D		E	H							
									CL	LCL	CL	LCL									
5 miles and under..	17½	15	12½	10	9	7½	6½	7½	6½	7½	5	6½	7½	10	15	5½	90	110	1500	1150	900
10 and over 5-----	22½	20	16½	14	12½	9	7½	9	7½	9	6½	7½	10	12½	17½	6½	100	120	1650	1250	1000
15 and over 10-----	27½	22½	19	16½	14	10	9	10	9	10	7½	9	12½	15	19	7	110	130	1750	1400	1150
20 and over 15-----	31½	27½	24	20	15	12½	10	12½	10	12½	9	10	15	17½	20	7½	130	140	1900	1500	1250
25 and over 20-----	36½	30	27½	21½	16½	14	12½	14	11½	14	10	12½	17½	20	22½	8	140	140	2000	1650	1400

Distances	Commodity Groups																							
	A	B	C	D	E		F	G	H	I	J	K	L	M	O	S	T	U	V	W	X	Y	Z	
					CL	LCL																		CL
5 miles and under..	4	80	70	22	80	90	80	750	4	7½	9	650	650	9	60	1300	6½	60	5½	6½	6	1300	60	
10 and over 5-----	4½	110	90	24	90	110	100	750	4½	7½	9	750	750	11½	60	1400	7	70	6	7	6½	1400	70	
15 and over 10-----	5	120	90	26	100	130	130	900	5	9	10	900	900	14	70	1500	7½	70	6½	7½	7	1500	70	
20 and over 15-----	5½	130	100	28	100	130	140	900	5½	10	11½	1000	1000	16½	80	1600	8	80	7	8	7½	1600	80	
25 and over 20-----	5½	130	100	29	110	140	150	1050	5½	11½	12½	1150	1150	17½	80	1700	8½	90	7½	8½	8	1700	90	

## ROCKINGHAM RAILROAD—Continued.

Commodity	Commodity Group
Bark, tan, carloads, minimum weight: When cars of 36 feet in length, or over, 24,000 pounds; cars under 36 feet in length, 20,000 pounds.....	A
Brick, common, carloads, per 1,000 brick, minimum 10,000 brick.....	B
Brick, fire and vitrified, carloads, per car 20,000 pounds, excess in proportion.....	S
Cement, carloads, minimum weight 40,000 pounds, per 100 pounds.....	T
Coal, carloads, minimum weight 30,000 pounds, per ton 2,000 pounds.....	C
Cotton, in bales, any quantity, per 100 pounds.....	D
Cotton Seed and Cotton-seed Hulls, carloads and less than carloads, carload minimum weight 20,000 pounds, per ton 2,000 pounds.....	E
Fertilizer, carloads, minimum weight 24,000 pounds, per ton 2,000 pounds.....	F
Gravel, carloads, minimum weight 40,000 pounds, per ton 2,000 pounds.....	U
Lime, carloads, minimum weight 24,000 pounds, per 100 pounds.....	V
Logs, rough, carloads, per car 40,000 pounds, excess in proportion.....	G
Lumber, carloads, minimum weight 30,000 pounds, per 100 pounds.....	H
Manure, stable, carloads, minimum weight 15 net tons, per ton 2,000 pounds.....	Q
Marl, carloads, per car 40,000 pounds, excess in proportion.....	L
Marl and Ground Limestone, carloads, minimum weight 30 net tons, per ton 2,000 pounds.....	P
Molasses, in hogsheads or barrels, per 100 pounds.....	R
Naval Stores, viz:	
Rosin, Tar, Pitch, and Crude Turpentine, any quantity, per 100 pounds.....	I
Spirits Turpentine, any quantity, per 100 pounds.....	J
Plaster, viz:	
Calcined and Cement, carloads, per 100 pounds.....	W
Wall, carloads, per 100 pounds.....	X
Sand and Loam Soil, carloads, per car 40,000 pounds, excess in proportion.....	K
Stone (including Marble and Granite), carloads, rated Class P in Note 91 of Southern Classification, per car 30,000 pounds, excess in proportion.....	Y
Stone, broken, crushed, ground or pulverized, carloads, rated 40% less than Class L in Note 91 of Southern Classification, per ton 2,000 pounds.....	Z
Tobacco, leaf, in hogsheads or tierces, per 100 pounds.....	M
Wood, fire, carloads, minimum 10 cords, per cord 128 cubic feet.....	N
Wood and Pulp, carloads, minimum 16 cords, per cord 128 cubic feet.....	O

Effective June 25, 1918.



## SMOKY MOUNTAIN RAILWAY.

## CLASS RATES.

Group Numbers. For rates, see figures shown below under heading, "Classes."

BETWEEN	AND	Ritter.....N. C.	Proctor.....N. C.	*†Sugar Fork.....N. C.	*†Bone Valley .....N. C.
Ritter.....N. C.		--	1	2	2
Proctor.....N. C.		1	--	1	2
*†Sugar Fork.....N. C.		2	1	--	1
*Bone Valley.....N. C.		2	2	1	--

GROUPS (See Above)	Classes, in Cents Per 100 Pounds, Except as Noted														
	1	2	3	4	5	6	A	B	C	D	E	Per Bbl. F	H	K	Per Ton L M N O P
Group No. 1.....	25	21½	19	16	13	11	10	10	9½	7½	11½	19	19	7½	110 160 1700 1500 950
Group No. 2.....	34	25	21½	17½	15	14	11½	11½	11½	9½	15	22½	25	9½	130 180 1900 1700 1200

\*No Agent.

†L. C. L. freight only handled.

## COMMODITY RATES.

Group Numbers. For rates, see figures below under heading, "Commodities."

BETWEEN	AND	Ritter.....N. C.	Proctor.....N. C.	*†Sugar Fork.....N. C.	*†Bone Valley .....N. C.
Ritter.....N. C.		--	1	2	2
Proctor.....N. C.		1	--	1	2
*†Sugar Fork.....N. C.		2	1	--	1
*Bone Valley.....N. C.		2	2	1	--

GROUPS (See Above)	Commodities											
	Q	R	S	T	U		V		W	X	Y	
					CL	LCL	CL	LCL			CL	LCL
Group No. 1.....	81½	4½	4½	70	5	7½	17½	50	160	50	11	25
Group No. 2.....	100	4½	5½	90	6½	9½	25	75	180	60	14	34

\*No Agent.

†L. C. L. freight only handled.

Effective June 25, 1918.

## TALLULAH FALLS RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	In Cents Per 100 Pounds															Per Bbl.	Per Ton 2,000 Lbs.		Per Carload 20,000 Pounds		
	1	2	3	4	5	6	¾	A	B	C	D	E	H	J	K	F	L	M	N	O	P
5 miles and under.....	15	12	10	8	6	5	4	5	5	5	5	6	8	7	5	10	75	90	800	700	600
10 miles and over 5....	18	17	15	12	10	9	6	6	9	8	6	10	12	10	5	14	85	100	1000	900	750
15 miles and over 10....	21	19	17	14	12	11	7	7	10	9	7	12	14	11	5½	16	95	110	1100	1000	900

## COMMODITY RATES.

Distances	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cotton-seed Hulls, C. L., Per Ton 2,000 Pounds	Cotton Seed and Cotton-seed Hulls, L. C. L., Packed, Per Ton 2,000 Pounds	Fertilizers, C. L., Minimum Weight 10 Net Tons, Per Ton 2,000 Pounds	Fertilizers, L. C. L., Per Ton 2,000 Pounds	Firewood, C. L., Released, Loaded and Unloaded by Shipper, Minimum 10 Cords, Per Cord	Molasses, in Barrels or Hogsheads, Per 100 Pounds	Rough Logs, Dogwood, Hickory, Persimmon, and Gunwood, Per Car 40,000 Pounds, Excess in Proportion	Rough Oak, Poplar, Pine, Maple, Birch, and Other Hardwood Logs, Round or Split, 8 Feet and Under in Length, Per Car 40,000 Pounds, Excess in Proportion	Sand and Loam Soil, Per Car 40,000 Pounds, Excess in Proportion
5 miles and under.....	9	60	75	60	72	50	4	500	650	500
10 miles and over 5.....	9	70	$87\frac{1}{2}$	80	96	50	5	500	650	650
15 miles and over 10.....	11	80	100	100	120	55	$5\frac{1}{2}$	600	700	750

Effective July 1, 1917.

## TENNESSEE AND NORTH CAROLINA RAILROAD.

## CLASS RATES, IN CENTS PER 100 POUNDS.

Distances	1	2	3	4	5	6	A	B	C	D	F
1 to 5 miles.....	25	$21\frac{1}{2}$	19	16	13	11	9	10	$7\frac{1}{2}$	$6\frac{1}{2}$	4
6 to 10 miles.....	25	$21\frac{1}{2}$	19	16	13	11	9	10	$7\frac{1}{2}$	9	$7\frac{1}{2}$
11 to 15 miles.....	25	$21\frac{1}{2}$	19	16	13	$11\frac{1}{2}$	$12\frac{1}{2}$	$11\frac{1}{2}$	$11\frac{1}{2}$	$12\frac{1}{2}$	$11\frac{1}{2}$
16 to 20 miles.....	25	$21\frac{1}{2}$	19	$17\frac{1}{2}$	14	$12\frac{1}{2}$	14	$12\frac{1}{2}$	$12\frac{1}{2}$	14	$12\frac{1}{2}$
20 to 22 miles.....	25	$21\frac{1}{2}$	20	20	$16\frac{1}{2}$	15	$16\frac{1}{2}$	15	15	$16\frac{1}{2}$	15



## TENNESSEE AND NORTH CAROLINA RAILROAD—Continued.

## CLASS RATES.

In Cents Per Hundred Pounds, Except as Noted.

Item No.	Between Newport Junction, Tenn. (Except as Noted)	AND	*Mount Sterling.....N. C.	*Laurel Fork Jct.....N. C.	Crestmont.....N. C.
30	1.....		25	25	25
	2.....		21½	21½	21½
	3.....		20	20	20
	4.....		20	20	20
	5.....		15	15	15
	6.....		14	14	14
	A.....		15	15	15
	B.....		14	14	14
	C.....		14	14	14
	D.....		15	15	15
	F.....		12½	12½	12½

## COMMODITY RATES.

In Cents Per 100 Pounds Except as Noted.

35	Bark, carloads, minimum weight 20 000 pounds ....	5	5	5
40	Canned Goods, in boxes, straight or mixed carloads, minimum weight 30,000 pounds .....	7½	7½	7½
45	Cement and Fire Brick, carloads, minimum weight 30,000 pounds. Rates per car .....	2100	2100	2100
	Clay, carloads, minimum weight 30,000 pounds ..... Mixed carloads of Cement, Fire Brick, and Clay, will be charged for at the rates applicable on the weight of each article in the car.	1900	1900	1900
50	Coal, carloads, minimum weight 30,000 pounds. (Rates in cents per ton of 2 000 pounds).....	100	100	100
55	Fertilizer, carloads, minimum weight 24,000 pounds	7½	7½	7½
60	Grain, Grain Products and Hay, carloads, minimum weight 24,000 pounds.....	10	10	10
65	Iron and Steel: Scrap Iron, consisting of scraps or pieces of old or second-hand iron or steel which cannot be used again for the purposes for which they were used when new (will not apply on old or second-hand machinery, engines, or similar articles, unless same are broken into scraps or pieces at the point of ship- ment before being tendered for shipment); also old iron or steel rails, carloads, minimum weight 30,000 pounds. Rates in cents per ton of 2,000 pounds .....	75	75	75

\*No Agent. Freight must be prepaid.

## TENNESSEE AND NORTH CAROLINA RAILROAD—Continued.

## COMMODITY RATES—CONTINUED.

Item No.	Between Newport Junction, Tenn. (Except as Noted)	AND	*Mount Sterling.....N. C.	*Laurel Fork Jct.....N. C.	Crestmont.....N. C.
70	Steel Rails and Fastenings, carloads, minimum weight 24,000 pounds.....		5	5	5
75	Live Stock, carloads, minimum weight 24,000 pounds: Horses and Mules. Rates per car..... Cattle. Rates per car..... Sheep, in single deck cars. Rates per car..... Sheep, in double deck cars. Rates per car..... Hogs, in single deck cars. Rates per car..... Hogs, in double deck cars. Rates per car.....		1500 1500 1500 1650 1500 1750	1500 1500 1500 1650 1500 1750	1500 1500 1500 1650 1500 1750
80	Lumber: Oak, hemlock, white pine, yellow pine, and spruce lumber, Lath and Shingles, carloads, minimum weight 30,000 pounds..... Lumber, Lath, and Shingles, other than oak, hemlock, white pine, yellow pine, and spruce, carloads, minimum weight 30,000 pounds..... Logs, all kinds. Rates per car of 50,000 pounds, excess to be charged for in proportion. (See Note)..... NOTE.—In computing charges on shipments in excess of 50,000 pounds, fractions should be disposed of as follows: Amounts of less than twenty-five (25) cents, omit or drop; thus—\$15.24 will be converted to \$15.00 per car. Amounts of twenty-five (25) cents or more, but less than seventy-five (75) cents, to be converted to fifty (50) cents: thus—\$15.65 will be converted to \$15.50 per car. Amounts of seventy-five (75) cents or more, but less than one (\$1) dollar, to be converted to one (\$1) dollar; thus—\$15.75 will be converted to \$16.00 per car.		5 6½ 1250	5 6½ 1250	5 6½ 1250
85	Machinery, carloads, minimum weight 24,000 pounds.....		11½	11½	11½
87	Oils, lubricating, carloads, minimum weight 30,000 pounds.....				8
95	Pipe, sewer, Tile, etc.: Pipe, sewer, earthen or concrete, and Fixtures, carloads, minimum weight 25,000 pounds; Flues, Flue Linings, Flue Tops and Chimney Caps and Drain Tile, earthen or concrete, in straight or mixed carloads, or in mixed carloads with Sewer Pipe, minimum weight 30,000 pounds..... Tile, earthen, farm, drain, carloads, minimum weight 24,000 pounds.....		7 4	7 4	7 4

\*No Agent. Freight must be prepaid.



## TENNESSEE AND NORTH CAROLINA RAILROAD—Continued.

## COMMODITY RATES—CONTINUED.

Item No.	Between Newport Junction, Tenn. (Except as Noted)	AND	*Mount Sterling.....N. C.	*Laurel Fork Jct.....N. C.	Crestmont.....N. C.
100	Rock, crushed, and Sand, carloads, minimum weight 30,000 pounds.....		†3	†3	4
105	Salt, carloads, minimum weight 24,000 pounds..		7½	7½	7½
110	Firewood, released, to be loaded and unloaded by shipper, carloads, minimum weight for cars 34 feet or under in length, 10 cords; minimum weight for cars 36 feet and over 34 feet in length, 12 cords; minimum weight for cars over 36 feet, 13 cords. Rates in cents per cord of 160 cubic feet.....		69	69	69
115	Pulp and Acid Wood, all kinds, carloads, minimum weight for cars 34 feet or under in length, 10 cords; minimum weight for cars 36 feet and over 34 feet in length, 12 cords; minimum weight for cars over 36 feet, 13 cords. Rates in cents per cord of 160 cubic feet....		94	94	94

\*No Agent. Freight must be prepaid.

†Applies between Crestmont, N. C., and Mount Sterling and Laurel Fork Jct., N. C.  
Effective December 15, 1913.

## (Pigeon River Division.)

## CLASSES AND COMMODITIES.

Distances	In Cents Per 100 Pounds													Per Bbl.	Per Ton of 2,000 Pounds			Per Car of 20,000 Pounds Excess to be Charged for in Proportion (See Note)		Per Car of 24,000 Pounds Excess to be Charged for in Proportion (See Note)	
	1	2	3	4	5	6	A	B	C	D	E	H	K		F	L	M	N	O	P	
5 miles and under.....	25	21½	19	16	13	11	9	10	7½	6½	10	10	6½	19	90	130	1500	1500	1500		
10 miles and over 5.....	25	21½	19	16	13	11½	10	10	9	7½	15	12½	7½	25	110	140	1500	1500	1500		
15 miles and over 10.....	25	21½	19	16	14	12½	11½	11½	11½	10	17½	15	12½	31½	120	150	1500	1500	1500		
20 miles and over 15.....	27½	22½	20	17½	16½	15	12½	12½	12½	11½	19	17½	15	37½	130	160	1750	1750	1500		

NOTE.—Class P applies on lumber, Class N on live stock, and Class O on household goods. In computing charges on shipments in excess of weights shown, fractions should be disposed of as follows:

Amounts of less than twenty-five (25) cents, omit or drop; thus—\$15.24 will be converted to \$15.00 per car.

Amounts of twenty-five (25) cents or more, but less than seventy-five (75) cents, to be converted to fifty (50) cents; thus—\$15.65 will be converted to \$15.50 per car.

Amounts of seventy-five (75) cents or more, but less than one (\$1) dollar, to be converted to one (\$1) dollar; thus—\$15.75 will be converted to \$16.00 per car.

## TENNESSEE AND NORTH CAROLINA RAILROAD—Continued.

## COMMODITY RATES.

In Cents Per 100 Pounds, Except as Noted.

Item No.	Between West Canton, N. C., (Except as Noted)	AND	*Stacey.....N. C.	*Moore.....N. C.	*Woodrow.....N. C.	*Retreat.....N. C.	*Inman.....N. C.	Sunburst.....N. C.	*Burnett Siding N. C.	*Spruce.....N. C.
35	Canned Goods, in boxes, straight or mixed carloads, minimum weight 30,000 pounds.....		5	5	6½	6½	6½	7½		
	Cement and Fire Brick, carloads, minimum weight 30,000 pounds.....		5	5	6	6	7	7	8	8
40	Clay, carloads, minimum weight 30,000 pounds.....		4	4	5	5	6½	6½	7½	7½
	Mixed carloads of Cement, Fire Brick, and Clay will be charged for at the rates applicable on the weight of each article in the car.									
45	Coal, carloads, minimum weight 30,000 pounds. (Rates in cents per ton of 2,000 pounds).....		70	70	90	90	90	90	100	100
50	Fertilizer, carloads, minimum weight 20,000 pounds.....		4	4	5	5	6½	6½	7½	7½
55	Fruit and Vegetables, all kinds, straight or mixed carloads, minimum carload weight 24,000 pounds.....		4	4	4	5	5	5		
60	Grain and Grain Products: Wheat, Corn, Oats, Rye, Barley, Flour, Meal, Bran, Hay, Cotton-seed Meal and Hulls, carloads, minimum weight 24,000 pounds.....		3	3	4½	4½	5	7	7½	7½
65	Iron and Steel: Scrap Iron, consisting of scraps or pieces of old or second-hand iron or steel which cannot be used again for the purposes for which they were used when new (will not apply on old or second-hand machinery, engines, or similar articles, unless same are broken into scraps or pieces at the point of shipment before being tendered for shipment); also old iron or steel rails, carloads, minimum weight 30,000 pounds. (Rates in cents per ton of 2,000 pounds).....		75	75	75	75	75	75	75	75
70	Steel Rails and Fastenings, carloads, minimum weight 24,000 pounds.....		5	5	5	5	5	5	5½	5½
	Lumber: Telegraph and Telephone Poles, carloads, minimum weight 40,000 pounds. (Rates per car).....		1500	1500	1500	1500	1500	1500	1500	1500
	Logs, dogwood, in the rough, carloads, minimum weight 40,000 pounds. (Rates per car).....		1000	1000	1000	1250	1250	1250	1400	1400

\*No Agent. Freight must be prepaid.



## TENNESSEE AND NORTH CAROLINA RAILROAD—Continued.

## COMMODITY RATES—CONTINUED.

Item No.	Between West Canton, N. C., (Except as Noted)	AND	*Stamey.....N. C.	*Moore.....N. C.	*Woodrow.....N. C.	*Retreat.....N. C.	*Inman.....N. C.	Sunburst.....N. C.	*Burnett Siding.....N. C.	*Spruce.....N. C.
75	Rates between Sunburst, N. C., and above-named stations..... Logs, all kinds. (Rates per car of 40,000 pounds, excess to be charged for in proportion.) (See Note)..... NOTE.—In computing charges on shipments in excess of 40,000 pounds, fractions should be disposed of as follows: Amounts of less than twenty-five (25) cents, omit or drop; thus—\$15.24 will be converted to \$15.00 per car. Amounts of twenty-five (25) cents or more, but less than seventy-five (75) cents, to be converted to fifty (50) cents; thus—\$15.65 will be converted to \$15.50 per car. Amounts of seventy-five (75) cents or more, but less than one (\$1) dollar, to be converted to one (\$1) dollar; thus—\$15.75 will be converted to \$16.00 per car.		1250	1250	1250	1000	1000	-----	1000	1000
								1250		
80	Machinery, carloads, minimum weight 20,000 pounds.....		4	4	5	5	6½	7½	7½	7½
82	Oils, lubricating, carloads, minimum weight 30,000 pounds.....							8		
85	Salt, carloads, minimum weight 20,000 pounds.....		4	4	5	5	6½	6½	7½	7½
90	Wood: Firewood, released, to be loaded and unloaded by shipper, carloads, minimum weight for cars 34 feet or under in length, 10 cords; minimum weight for cars 36 feet and over 34 feet in length, 12 cords; minimum weight for cars over 36 feet, 13 cords. (Rates in cents per cord of 160 cubic feet).....		62½	62½	62½	62½	69	69		
95	Rates between West Canton, N. C., and above-named stations..... Pulp and Acid Wood, all kinds, carloads, minimum weight for cars 34 feet or under in length, 10 cords; minimum weight for cars 36 feet and over 34 feet in length, 12 cords; minimum weight for cars over 36 feet, 13 cords. (Rates in cents per cord of 160 cubic feet.) See Note..... NOTE.—Applies only on interstate shipments. Southern Railway to receive in divisions, 12½ cents per cord of 160 cubic feet.		94	94	94	94	94	94	94	94
			106½	106½	106½	106½	106½	106½	106½	106½

\*No Agent. Freight must be prepaid.

†Indicates reduction.

## VIRGINIA AND CAROLINA SOUTHERN RAILROAD.

## CLASS AND COMMODITY RATES.

Distances	In Cents Per 100 Pounds												Per Bbl.	Per 100 Lbs.	Per Ton, as Per Classification		Per Car, as Per Classification, Excess in Proportion		
	1	2	3	4	5	6	A	B	C	D	E	H							
7 miles and under.....	17½	15	12½	11½	10	9	9	9	7½	6½	10	9	17½	6½	90	110	1250	1150	650
12 miles and over 7.....	22½	19	16½	12½	11½	10	9	9	10	7½	11½	11½	20	7½	100	120	1400	1250	800
17 miles and over 12.....	27½	22½	20	15	14	12½	10	11½	11½	9	14	15	22½	7½	110	130	1500	1400	950
22 miles and over 17.....	32½	26½	24	17½	15	12½	10	11½	12½	10	15	17½	25	9	130	140	1750	1500	1050
27 miles and over 22.....	37½	31½	26½	20	16½	14	11½	12½	12½	11½	16½	20	25	9	130	160	2000	1650	1200
32 miles and over 27.....	41½	32½	29	22½	17½	14	12½	14	12½	11½	17½	22½	25	10	150	170	2250	1750	1300
37 miles and over 32.....	45	35	30	25	20	15	14	15	14	12½	19	25	27½	10	150	180	2500	2000	1450
42 miles and over 37.....	49	37½	32½	26½	20	15	14	16½	14	12½	20	26½	27½	10	160	190	2750	2150	1500

Distances	Brick, C. L., 10,000 Brick Minimum, Per 1,000 Brick		Cement, C. L., Per 100 Pounds		Coal, C. L., Minimum Weight 15 Net Tons, Per Ton 2,000 Pounds		Cotton, in Bales, Per 100 Pounds		Cotton Seed and Cotton-seed Hulls, C. L., Minimum Weight 10 Net Tons, Per Ton 2,000 Pounds		Fertilizers, C. L., Minimum Weight 12 Net Tons, Per Ton 2,000 Pounds		Gravel, C. L., Per Ton 2,000 Pounds		Lime, C. L., Per 100 Pounds		Logs, Rough, viz.: Dogwood, Hickory, Persimmon, Gumwood, Oak, Poplar, Pine, Maple Birch and Other Hardwood Logs C. L., Per Car 40,000 Pounds Excess in Proportion		Manure, Stable, C. L., Minimum Weight 15 Net Tons, Per Ton 2,000 Pounds	
	CL	LCL																		
5 miles and under.....	165	7	70	24	80	110	80	60	6	800	80									
7 miles and over 5.....	165	7	90	24	80	110	100	60	6	800	80									
10 miles and over 7.....	190	8	90	24	90	130	100	70	7	800	90									
12 miles and over 10.....	190	8	90	24	90	130	130	70	7	900	90									
15 miles and over 12.....	195	8	90	26	100	140	130	70	7	900	100									
17 miles and over 15.....	195	8	100	26	100	140	140	70	7	900	100									
20 miles and over 17.....	200	9	100	28	100	140	140	80	8	900	100									
22 miles and over 20.....	200	9	100	28	100	140	150	80	8	950	100									
25 miles and over 22.....	205	9	100	29	110	160	150	80	8	950	110									
27 miles and over 25.....	205	9	110	29	110	160	150	80	8	950	110									
30 miles and over 27.....	210	10	110	30	110	160	150	90	8½	950	110									
32 miles and over 30.....	210	10	110	30	110	160	160	90	8½	1050	110									
35 miles and over 32.....	215	10	110	31	120	170	160	90	8½	1050	120									
37 miles and over 35.....	215	10	120	31	120	170	160	90	8½	1050	120									
40 miles and over 37.....	220	10	120	32	130	180	160	100	8½	1050	120									
42 miles and over 40.....	220	10	130	32	130	180	180	100	8½	1150	120									
45 miles and over 42.....			130				180			1150										



## VIRGINIA AND CAROLINA SOUTHERN RAILROAD—Continued.

## COMMODITY RATES—CONTINUED.

Distances	Molasses, in Hogsheads or Barrels, Per 100 Pound	Naval Stores, Per 100 Pounds			Plaster, Carloads, viz.:			Sand and Loam Soil, C. L., Per Car 40,000 Pounds, Excess in Proportion	Stone (Including Marble and Granite), C. L., Rated Class P in Note 91 of Southern Classification, Per Car 30,000 Pounds, Excess in Proportion	Stone, Broken, Crushed, Ground, or Pulverized, C. L., Rated 40% Less than Class L in Note 91 of Southern Classification, Per Ton 2,000 Pound	Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds	Wood, Fire, C. L., 10 Cords Minimum, Per Cord 128 Cubic Feet
		Rosin, Tar, and Pitch	Crude Turpentine	Spirits Turpentine	Calced, Per 100 Pounds	Cement, Per 100 Pounds	Wall, Per 100 Pounds					
5 miles and under.....	5	5½	5½	6½	7	7	6½	650	1100	60	10	60
7 miles and over 5.....	5	5½	5½	6½	7	7	6½	650	1100	60	10	60
10 miles and over 7.....	6½	5½	5½	6½	8	8	7½	800	1250	70	12½	60
12 miles and over 10.....	6½	5½	5½	6½	8	8	7½	800	1250	70	12½	70
15 miles and over 12.....	7½	6½	6½	9½	8	8	7½	950	1350	70	15	70
17 miles and over 15.....	7½	6½	6½	9½	8	8	7½	950	1350	70	15	80
20 miles and over 17.....	9	6½	6½	11½	9	9	8½	1050	1450	80	17½	80
22 miles and over 20.....	9	6½	6½	11½	9	9	8½	1050	1450	80	17½	80
25 miles and over 22.....	9	6½	6½	11½	9	9	8½	1200	1550	80	17½	80
27 miles and over 25.....	9	6½	6½	11½	9	9	8½	1200	1550	80	17½	80
30 miles and over 27.....	10	7	7	11½	10	10	9	1300	1650	90	19	80
32 miles and over 30.....	10	7	7	11½	10	10	9	1300	1650	90	19	90
35 miles and over 32.....	10	7	7	12½	10	10	9	1450	1750	90	19	90
37 miles and over 35.....	10	7	7	12½	10	10	9	1450	1750	90	19	90
40 miles and over 37.....	11½	7½	7½	12½	10	10	9	1500	1800	100	20	90
42 miles and over 40.....	11½	7½	7½	12½	10	10	9	1500	1800	100	20	100
45 miles and over 42.....												100

Effective August 10, 1918.

## VIRGINIA-CAROLINA RAILWAY.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Distances	In Cents Per 100 Pounds											Per Bbl.	Per 100 Lbs.	Per Ton 2,000 Lbs.		Per Car 20,000 Lbs., Excess in Proportion		Per Car 20,000 Lbs., Excess in Proportion	
	1	2	3	4	5	6	A	B	C	D	E			H	F	K	L		M
7 miles and under	18	15	12	9	9	8	8	8	7½	6	9	15	15	6	90	128	1350	1200	750
12 and over 7	27	20	17	14	12	11	9	9	9	7½	12	20	18	7½	105	143	1500	1350	975
17 and over 12	32	24	21	17	14	11	10	11	10½	9	13½	24	21	8½	113	150	1650	1500	1125
22 and over 17	36	27	24	20	15	12	11	12	12	10½	15	27	24	9	120	158	1800	1500	1275
27 and over 22	41	30	27	21	18	14	12	14	13½	12	18	30	27	9½	135	173	2100	1650	1425
32 and over 27	45	36	30	24	20	15	12	15	15	12	19½	36	30	10½	150	188	2400	1800	1500
37 and over 32	50	39	33	27	21	17	14	17	15	13½	21	39	30	11½	165	203	2700	2100	1722
42 and over 37	50	39	33	27	21	17	14	17	15½	13½	21	39	31½	12	180	203	2700	2100	1800
47 and over 42	54	42	36	30	22	18	15	18	15½	13½	22	42	31½	12	180	218	3000	2400	1800
52 and over 47	54	42	36	30	22	18	15	18	16	14	22	42	33	12	180	218	3000	2400	1800

## COMMODITY RATES.

In Cents Per 100 Pounds, Unless Otherwise Specified.

Distances	Cotton Seed and Hulls		Cotton		Coal		Fertilizer		Cotton		Firewood		Excelsior		Sand and Loam		Logs, Rough		Brick		Molasses		Lumber	
	C. L. 20,000 Pounds Minimum	L. C. L. Per 2,000 Pounds	Per Ton 2,000 Pounds	Per 30,000 Pounds Minimum	Per Ton 2,000 Pounds	Per 30,000 Pounds Minimum	Per Ton 2,000 Pounds	Per 30,000 Pounds Minimum	in Bales, Per 100 Pounds	Per Cord 128 Ft., 10 Cords Minimum	Per Cord 128 Ft., 10 Cords Minimum	Per Cord 128 Ft., 10 Cords Minimum	Per Ton 2,000 Pounds	Per 30,000 Pounds Minimum	Per Ton 2,000 Pounds	Per 30,000 Pounds Minimum	Per Ton 2,000 Pounds	Per 30,000 Pounds Minimum	Per 1,000	Per 10,000 Minimum	Per 100 Pounds	Per 1,000	Per 10,000 Minimum	Per 100 Pounds
7 miles and under	60	75	35	60	9	50	8	500	500	500	500	500	500	500	500	500	500	500	135	4	3			
12 miles and over 7	70	87	50	80	9	50	8	650	500	500	500	500	500	500	500	500	500	500	150	5	3½			
17 miles and over 12	80	100	55	100	11	55	10	750	600	600	600	600	600	600	600	600	600	600	165	5½	3½			
22 miles and over 17	80	100	60	100	13	60	10	850	600	600	600	600	600	600	600	600	600	600	165	6	4			
27 miles and over 22	90	112	65	120	14	60	11	950	700	700	700	700	700	700	700	700	700	700	180	6½	4			
32 miles and over 27	90	112	70	120	15	60	11½	1050	700	700	700	700	700	700	700	700	700	700	195	7	5			
37 miles and over 32	95	119	75	130	15	70	13½	1150	800	1100	202	7½	5½											
42 miles and over 37	95	119	80	130	17	70	13½	1200	800	1100	210	8	6											
47 miles and over 42	100	125	85	140	18	80	15½	1200	900	1250	217	8½	6½											
52 miles and over 47	100	125	90	140	19	80	15½	1200	900	1250	225	9	7											

The minimum charge on any shipment will be not less than twenty-five cents.  
Effective September 1, 1914.



## WARRENTON RAILROAD.

(The rates and charges published below are subject to the increases published on pages 183 to 189, inclusive, effective June 25, 1918, under Order No. 28 of the United States Railroad Administration.)

## CLASS RATES.

Between Warren Plains, N. C., and Warrenton Rail- road Stations	In Cents Per 100 Pounds												In Cents—		Per Ton, 2,000 Pounds		Per Carload		
	1	2	3	4	5	6	A	B	C	D	E	H	Per Bbl.	Per 100 Lbs.	L	M	*N	*O	†P
Warren Plains.....																			
Warrenton.....	12	10	9	8	6	6	6	6	5	5	6	6	10	4	70	85	900	800	500

\*Minimum carload 20,000 pounds.

†Minimum carload 25,000 pounds, except lumber, 24,000 pounds.

## COMMODITY RATES.

Between Warren Plains, N. C., and Warrenton Railroad Stations	Coal, C. L. Minimum 30,000 Pounds, Per Ton 2,000 Pounds	Per 100 Pounds						Brick, C. L. 10,000 Brick Mini- mum, Per 1,000	Per Ton 2,000 Pounds			
		Cotton	Naval Stores		Shuttle Blocks, C. L. Minimum 24,000 Pounds	Tobacco, Leaf, in Hogs- heads or Tierces	Cotton Seed and Cotton-seed Hulls		Fertilizer			
Warren Plains.....								CL	LCL	CL	LCL	
Warrenton.....	25	6	2½	5	2	6	90	60	75	60	72	

Effective September 17, 1907.

WASHINGTON AND VANDEMERE RAILWAY.  
CLASS RATES, IN CENTS.

Distances	Per 100 Pounds											Per Bbl.	Per 100 Lbs.	Per Ton, as Per Classification		Per Car, as Per Classification, Excess in Proportion			
	1	2	3	4	5	6	A	B	C	D	E			H	F	K	L	M	N
7 miles and under.....	17½	15	12½	10	9	9	7½	7½	7½	6½	9	10	15	6½	90	120	1250	1150	750
12 miles and over 7....	26½	20	17½	14	12½	11½	11½	11½	10	9	12½	14	19	9	130	140	1500	1250	950
17 miles and over 12....	30	22½	20	16½	15	12½	11½	11½	11½	10	15	16½	21½	10	140	160	1650	1400	1050
22 miles and over 17....	34	25	22½	19	16½	12½	12½	12½	11½	10	16½	19	22½	10	160	170	1750	1500	1150
27 miles and over 22....	37½	29	25	21½	17½	14	12½	12½	12½	11½	16½	21½	25	11½	170	190	1800	1550	1200
32 miles and over 27....	41½	32½	27½	25	19	15	12½	15	12½	11½	19	25	25	11½	180	190	2000	1650	1250
37 miles and over 32....	45	36½	30	27½	20	16½	14	15	14	12½	20	27½	27½	12½	180	200	2250	1750	1500
42 miles and over 37....	49	40	32½	30	21½	17½	15	15	14	12½	21½	30	27½	12½	190	210	2250	1750	1550

COMMODITY RATES, IN CENTS.

Distances	Brick, C. L., 10,000 Brick Minimum, Per 1,000 Brick	Cement, C. L., Per 100 Pounds	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cotton-seed Hulls, C. L., Minimum 10 Net Tons, Per Ton 2,000 Pounds		Excelsior, Pressed in Bales, Per Car 20,000 Pounds, excess in Proportion	Fertilizers, C. L., Minimum 10 Net Tons, Per Ton 2,000 Pounds	Gravel, C. L., Per Ton 2,000 Pounds	Lime, C. L., Per 100 Pounds	Logs, Rough, Per Car 40,000 Pounds, Excess in Proportion	
				CL	LCL					Oak, Poplar, Pine, Maple, Birch, and Other Hardwood Logs, 8 Feet and Under in Length	Dogwood, Hickory, Persimmon, and Gumwood
5 miles and under.....	165	7	24	80	90	1100	80	60	6	800	650
7 miles and over 5.....	165	7	24	80	90	1250	100	60	6	800	650
10 miles and over 7.....	190	9	24	90	110	1250	100	80	8	800	650
12 miles and over 10.....	190	9	24	90	110	1400	130	80	8	1000	750
15 miles and over 12.....	195	10	26	100	130	1400	130	90	8½	1000	750
17 miles and over 15.....	195	10	26	100	130	1400	140	90	8½	1000	750
20 miles and over 17.....	200	10	28	100	130	1400	140	100	8½	1000	750
22 miles and over 20.....	200	10	28	100	130	1500	150	100	8½	1200	900
25 miles and over 22.....	205	11	29	110	140	1500	150	100	9½	1200	900
27 miles and over 25.....	205	11	29	110	140	1650	150	100	9½	1200	900
30 miles and over 27.....	210	11	30	110	140	1650	150	100	9½	1200	900
32 miles and over 30.....	210	11	30	110	140	1950	160	100	9½	1400	1000
35 miles and over 32.....	215	12	31	120	150	1950	160	110	10½	1400	1000
37 miles and over 35.....	215	12	31	120	150	1950	160	110	10½	1400	1000
40 miles and over 37.....	220	12	32	120	150	1950	160	110	10½	1400	1000



## WASHINGTON AND VANDEMERE RAILWAY—Continued.

## COMMODITY RATES—CONTINUED.

Distances	Molasses, in Hogsheads or Barrels, O. R. L., Per 100 Pounds	Naval Stores, Per 100 Pounds		Plaster, Carloads, viz.:			Sand and Loam Soil, Per Car 40,000 Pounds, Excess in Proportion	Shells, Oyster, Ground, Unburnt, C. L., Minimum Weight 60,000 Pounds, Per Ton 2,000 Pounds	Stone (Including Marble and Granite), C. L., Rated Class P in Note 91 of Southern Classification, Per Car 30,000 Pounds, Excess in Proportion	Stone, Broken, Crushed, Ground, or Pulverized, C. L., Rated 40% Less than Class L in Note 91 of Southern Classification, Per Ton 2,000 Pounds	Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds	Wood, Cord or Slab, for Fuel Purposes, C. L., 10 Cords Minimum, Per Cord 128 Cubic Feet.
		Rosin, Tar, Pitch, and Crude Turpentine	Spirits Turpentine	Calined, Per 100 Pounds	Cement, Per 100 Pounds	Wall, Per 100 Pounds						
5 miles and under.....	5	5½	6½	7	7	6½	650	40	1200	60	9	60
7 miles and over 5.....	5	5½	6½	7	7	6½	650	40	1200	60	9	60
10 miles and over 7.....	6½	5½	6½	9	9	8½	800	40	1350	80	10	60
12 miles and over 10.....	6½	5½	6½	9	9	8½	800	60	1350	80	10	70
15 miles and over 12.....	7½	6½	9½	10	10	9	950	60	1450	90	11½	70
17 miles and over 15.....	7½	6½	9½	10	10	9	950	60	1450	90	11½	80
20 miles and over 17.....	9	6½	11½	10	10	9	1050	60	1500	100	16½	80
22 miles and over 20.....	9	6½	11½	10	10	9	1050	70	1500	100	16½	80
25 miles and over 22.....	9	6½	11½	11	11	10	1200	70	1550	100	16½	80
27 miles and over 25.....	9	6½	11½	11	11	10	1200	70	1550	100	16½	80
30 miles and over 27.....	10	6½	11½	11	11	10	1300	70	1600	100	17½	80
32 miles and over 30.....	10	6½	11½	11	11	10	1300	80	1600	100	17½	90
35 miles and over 32.....	10	7	12½	12	12	11	1450	80	1800	110	19	90
37 miles and over 35.....	10	7	12½	12	12	11	1450	80	1800	110	19	90
40 miles and over 37.....	11½	7½	13	12	12	11	1500	80	1850	110	21½	90

Effective June 25, 1918.

## WATAUGA AND YADKIN RIVER RAILROAD.

## CLASS RATES. (Advance.)

Distances	In Cents Per 100 Pounds											Per Barrel	Per 100 Pounds	Per Ton 2,000 Pounds		Per Car 20,000 Pounds, Excess in Proportion		Per Car 25,000 Pounds, Exces in Proportion	
	1	2	3	4	5	6	A	B	C	D	E			H	F	K	L	M	N
7 miles and under .....	25	21½	19	16	13	11	10	10	9½	7½	11½	19	19	7½	110	160	1700	1500	950
12 miles and over 7.....	34	25	21½	17½	15	14	11½	11½	11½	9½	15	25	22½	9½	130	180	1900	1700	1200
17 miles and over 12.....	40	30	26½	21½	17½	14	12½	14	13	11½	17	30	26½	10½	140	190	2050	1900	1400
22 miles and over 17.....	45	34	30	25	19	15	14	15	15	13	19	34	30	11½	150	200	2250	1900	1600
27 miles and over 22.....	51½	37½	34	26½	22½	17½	15	17½	17	15	22½	37½	34	12	170	220	2650	2050	1800
32 miles and over 27.....	56½	45	37½	30	25	19	15	19	19	15	24½	45	37½	13	190	240	3000	2250	1950
37 miles and over 32.....	62½	49	41½	34	26½	21½	17½	21½	19	17	26½	49	37½	14	210	250	3400	2650	2150
42 miles and over 37.....	62½	49	41½	34	26½	21½	17½	21½	19½	17	26½	49	39½	15	230	250	3400	2650	2250
47 miles and over 42.....	67	52½	45	37	27½	22½	19	22½	19½	17	27½	52½	39½	15	230	270	3750	3000	2250
52 miles and over 47.....	67	52½	45	37	27½	22½	19	22½	20	17	27½	52½	41½	15	230	270	3750	3000	2250

## COMMODITY RATES. (Advance.)

In Cents Per Ton 2,000 Pounds, Except Where Otherwise Specified.

Commodities	1	2	3	4	5	6	7	8	9	10
Bolts and Butts, wood, carload minimum weight 40,000 pounds.....	60	70	80	80	90	90	100	110	120	130
Bark, tan, carload minimum, when cars of 36 feet in length or over are used, 24,000 pounds; cars under 36 feet in length, 20,000 pounds; same as Lumber, common.....										
Brick, common, carload minimum 10,000 brick, per 1,000 brick.....	125	125	150	150	175	175	200	200	225	225
Cement, in packages or in bulk, carload minimum weight 50,000 pounds.....	80	90	90	100	100	100	100	110	110	120
Clay, common, not ground, carload minimum weight 40,000 pounds.....	50	50	60	60	80	80	80	90	90	90
Coal, carload minimum weight 30,000 pounds, per ton 2,000 pounds.....	50	50	60	60	70	70	80	80	90	90
Coke, carload minimum weight 30,000 pounds, per ton 2,000 pounds.....	50	50	60	60	70	70	80	80	90	90
Conduits, carload minimum weight 40,000 pounds.....	50	60	60	70	80	80	90	90	100	110
Cotton, in bales, any quantity, per 100 pounds.....	24	24	26	28	29	30	31	32	33	34
Cotton Seed and Cotton-seed Hulls, carload minimum weight 20,000 pounds, per ton 2,000 pounds.....	100	100	120	120	130	130	140	140	150	150
Excelsior, pressed in bales, less than carloads, per 100 pounds.....	10	10	12½	12½	14	14½	17	17	19½	19½
Fertilizer, carload minimum weight 20,000 pounds, per ton 2,000 pounds.....	90	90	100	100	110	110	120	120	130	130
Fire Proofing, carload minimum weight 30,000 pounds.....	50	60	60	70	80	80	90	90	100	120
Grain, in bulk, carload minimum weight 30,000 pounds, per 100 pounds.....	5	5	6½	6½	7½	7½	9	9	10	10
Gravel, carload minimum weight 40,000 pounds.....	60	70	70	70	70	70	80	80	80	90
Iron, scrap, carload minimum weight 30,000 pounds.....	60	70	80	80	90	90	100	110	120	130
Lime, agricultural, carload minimum weight 40,000 pounds.....	70	80	80	90	90	100	100	110	110	120



## WATAUGA AND YADKIN RIVER RAILROAD—Continued.

## COMMODITY RATES (ADVANCE)—Continued.

Commodities	1	2	3	4	5	6	7	8	9	10
Limestone, ground, less carload, minimum weight 40,000 pounds.....	50	60	60	60	80	80	80	90	110	130
Loam, carload minimum weight 40,000 pounds.....	50	60	60	60	60	80	80	90	90	90
Logs, all kinds, per car 40,000 pounds, excess in proportion.....	950	1150	1300	1450	1600	-----	-----	-----	-----	-----
Lumber, carload minimum weight 24,000 pounds, per 100 pounds.....	5½	6½	6½	7½	7½	9	9½	11½	12½	14
Manure, carload minimum weight 35,000 pounds.....	60	60	60	70	70	80	80	90	90	90
Molasses, in barrels or hogsheads, carload minimum weight 20,000 pounds, per 100 pounds.....	5	6½	7	7½	8	9	9½	10	10½	11½
Plaster, wall, carload, minimum weight 24,000 pounds.	100	110	110	120	120	120	120	130	140	140
Sand, building, carload minimum weight 40,000 pounds.....	60	70	70	70	70	70	80	80	80	90
Soil, carload minimum weight 40,000 pounds.....	50	60	60	60	60	80	80	90	90	90
Spalls, carload, minimum weight 40,000 pounds.....	60	70	70	70	70	70	80	80	80	90
Stone, rough, carload minimum weight 40,000 pounds..	80	90	90	90	90	90	100	100	100	110
Stone, dressed, carload minimum weight 40,000 pounds	90	100	100	100	100	100	110	110	110	120
Stone, crushed, carload minimum weight 40,000 pounds	60	70	70	70	70	70	80	80	80	90
Tile, porous only, carload minimum weight 30,000 pounds.....	80	80	80	90	90	100	110	120	120	130
Wood, fire, carload 10 cords minimum, per cord of 128 cubic feet.....	90	90	100	100	110	110	120	120	130	130
Wood, acid, carload 10 cords minimum, per cord of 160 cubic feet.....	90	100	125	125	125	130	130	140	140	150
Wood, pulp, carload 10 cords minimum, per cord of 160 cubic feet.....	90	100	125	125	125	130	130	140	140	150

Effective September 20, 1918.

## WELLINGTON AND POWELLSVILLE RAILROAD.

## CLASS AND COMMODITY RATES.

Distances	In Cents Per 100 Pounds												Per Bbl.	Per 100 Lbs.	Per Ton, as Per Classification		Per Car, as Per Classification, Excess in Proportion		
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	L
5 miles and under.....	15	12½	10	7½	7½	6½	6½	6½	6½	5	7½	7½	12½	5	80	110	900	750	650
10 miles and over 5.....	22½	16½	14	11½	10	9	7½	7½	7½	6½	10	11½	15	6½	90	120	1000	900	700
15 miles and over 10.....	26½	20	17½	14	12½	11½	10	10	9	7½	11½	14	17½	7	90	130	1150	1000	750
20 miles and over 15.....	30	22½	20	16½	14	11½	10	11½	10	9	14	16½	20	7½	100	130	1250	1150	900
25 miles and over 20.....	34	25	22½	19	16½	12½	11½	12½	11½	10	16½	19	22½	8	110	140	1400	1250	1000

## WELLINGTON AND POWELLSVILLE RAILROAD—Continued.

## CLASS AND COMMODITY RATES.

Distances	Live Stock, Each														
	Brick, C. L., Per 1,000 Brick	Cement, C. L., Per 100 Pounds	Coal, C. L. Minimum 20,000 Pounds, Per Ton 2,000 Pounds	Coal, L. C. L., in Bags, Per Ton 2,000 Pounds	Cotton, in Bales	Cotton Seed, C. L., Per Ton 2,000 Pounds	Cotton Seed, L. C. L., Per Ton 2,000 Pounds	Cotton Seed, Cotton-seed Hulls, Per Ton 2,000 Pounds	Fertilizers, C. L., Per Ton 2,000 Pounds	Gravel, C. L., Per Ton 2,000 Pounds	Lime, C. L., Per 100 Pounds	Horses	Cattle, Grown	Cattle, Yearlings	Cattle, Calves
5 miles and under.....	190	6	90	70	24	80	80	80	80	60	5	310	190	90	60
10 miles and over 5.....	200	7	100	80	24	90	90	90	100	60	6	310	190	90	60
15 miles and over 10.....	210	7½	110	90	26	100	110	100	110	70	6½	310	190	90	60
20 miles and over 15.....	210	8	110	110	28	100	120	100	130	70	7	310	190	90	60
25 miles and over 20.....	225	8½	120	120	29	110	130	110	140	70	7½	310	190	90	60

Distances	Logs, Mill, viz.: Pine, Poplar, Cypress, Gum, Per 1,000 Feet, C. L. Minimum; Loaded on Log Cars, 2,000 Feet; Loaded on Flat Cars, 4,000 Feet	Lumber, Poles, Laths, Piling, Staves, Shingles, and Hardwood		Plaster, Carloads, viz.:		Sand, C. L., Per Car 25,000 Pounds, Excess in Proportion	Stone (Including Marble and Granite), C. L., Rated Class P in Note 91 of Southern Classification, Per Car 30,000 Pounds, Excess in Proportion	Stone, Broken, Crushed, Ground, or Pulverized, C. L., Rated 40% Less than Class L in Note 91 of Southern Classification, Per Ton 2,000 Pounds	Tobacco, Leaf	Vehicles, viz.: Buggies, Wagons, and Carts, L. C. L., Each		Wood, Cord, Per Cord of 128 Cubic Feet	Wood, Slab, C. L., Per Car of 10 Cords, Excess in Proportion
		Calced, Per 100 Pounds	Cement, Per 100 Pounds	Wall, Per 100 Pounds									
5 miles and under.....	160	4	6	6	5½	750	1100	60	9	160	60	500	
10 miles and over 5.....	200	4½	7	7	6½	800	1150	60	10	160	60	500	
15 miles and over 10.....	220	5	7½	7½	7	850	1200	70	11½	160	70	500	
20 miles and over 15.....	250	5½	8	8	7½	900	1300	70	12½	160	80	550	
25 miles and over 20.....	310	6½	8½	8½	8	1050	1400	70	14	160	80	550	

Effective June 25, 1918.



## WILMINGTON, BRUNSWICK AND SOUTHERN RAILROAD.

## CLASS AND COMMODITY RATES.

Distances	In Cents Per 100 Pounds												Per Bbl.	Per 100 Lbs.		Per Ton, as Per Classification		Per Car, as Per Classification, Excess in Proportion		
	1	2	3	4	5	6	A	B	C	D	E	H		F	J	K	L	M	N	O
5 miles and under....	19	15	12½	10	7½	6½	6½	6½	7½	6½	7½	10	15	6½	5½	90	110	1500	1150	900
10 miles and over 5...	22½	17½	15	12½	10	9	9	9	9	7½	10	12½	17½	7½	6½	100	120	1650	1250	1000
15 miles and over 10...	26½	21½	19	15	12½	10	10	11½	10	9	12½	15	19	10	7	110	130	1750	1400	1150
20 miles and over 15...	30	25	21½	17½	15	12½	11½	14	11½	10	15	17½	20	12½	7½	130	140	1900	1500	1250
25 miles and over 20...	32½	27½	22½	20	17½	15	12½	16½	12½	11½	17½	20	22½	15	8	140	140	2000	1650	1400
30 miles and over 25...	35	30	25	22½	20	17½	15	17½	14	12½	20	22½	25	17½	9	150	150	2150	1750	1500

Distances		Brick, Common, C. L., Minimum 10,000 Brick, Per 1,000 Brick	Canned Goods, viz.: Fish, Including Shellfish, Any Quantity, Per 100 Pounds	Cement, C. L., Per 100 Pounds	Clams or Oysters, in the Shell, in Bags or Barrels, Any Quantity, Per 100 Pounds	Coal, C. L., Minimum Weight 15 Net Tons, Per Ton 2,000 Pounds	Cotton, in Bales, Per 100 Pounds	Cotton Seed and Cotton-seed Hulls, C. L., Minimum Weight 20,000 Pounds, Per Ton 2,000 Pounds		Fertilizer, C. L., 10 Net Tons Minimum, Per Ton 2,000 Pounds	Gravel, C. L., Per Ton 2,000 Pounds	Lime, C. L., Per 100 Pounds
								CL	LCL			
5 miles and under.....		165	12½	6½	12½	70	24	80	90	80	60	5½
7 miles and over 5.....		165	12½	7	12½	70	24	80	90	100	70	6
10 miles and over 7.....		190	12½	7	12½	90	24	90	110	100	70	6
12 miles and over 10.....		190	12½	7½	12½	90	24	90	110	130	70	6½
15 miles and over 12.....		195	12½	7½	12½	90	26	100	130	130	70	6½
17 miles and over 15.....		195	12½	8	12½	90	26	100	130	140	80	7
20 miles and over 17.....		200	12½	8	12½	100	28	100	130	140	80	7
22 miles and over 20.....		200	12½	8½	12½	100	28	100	130	150	90	7½
25 miles and over 22.....		205	12½	8½	12½	100	29	110	140	150	90	7½
27 miles and over 25.....		205	12½	9	12½	100	29	110	140	150	90	8
30 miles and over 27.....		210	12½	9	12½	105	30	110	140	150	90	8

## WILMINGTON, BRUNSWICK AND SOUTHERN RAILROAD—Continued.

## CLASS AND COMMODITY RATES—CONTINUED.

Distances	Logs, viz.:		Naval Stores, Per 100 Pounds		Plaster, Carloads, viz.:		Sand and Loam Soil, C. L., Per Car 40,000 Pounds, Excess in Proportion	Stone (Including Marble and Granite) C. L., Rated Class P in Note 91 of Southern Classification, Per Car 30,000 Pounds, Excess in Proportion	Stone, Broken, Crushed, Ground, or Pulverized, C. L., Rated 40% Less than Class L in Note 91 of Southern Classification, Per Ton 2,000 Pounds	Wood, Cord or Slab, C. L. Minimum 10 Cords, Per Cord 128 Cubic Feet
	Pine, for Milling Purposes, C. L. 3,500 Feet Minimum, Per 1,000 Feet	Rough, viz.: Dogwood, Hickory, Persimmon, Gumwood, Oak, Poplar, Pine, Maple, Birch and Other Hardwood Logs, Per Car 40,000 Pounds, Excess in Proportion	Resin, Tar, Pitch, and Crude Turpentine	Spirits Turpentine	Calced, Per 100 Pounds	Cement, Per 100 Pounds	Wall, Per 100 Pounds			
5 miles and under.....	190	1000	5½	6½	6½	6½	6	650	1300	60
7 miles and over 5.....	190	1000	5½	6½	7	7	6½	800	1400	70
10 miles and over 7.....	190	1000	5½	6½	7	7	6½	800	1400	70
12 miles and over 10.....	220	1250	5½	6½	7½	7½	7	950	1500	70
15 miles and over 12.....	220	1250	6½	9½	7½	7½	7	950	1500	70
17 miles and over 15.....	220	1250	6½	9½	8	8	7½	1050	1600	80
20 miles and over 17.....	220	1250	7	11½	8	8	7½	1050	1600	80
22 miles and over 20.....	250	1500	7	11½	8½	8½	8	1200	1700	90
25 miles and over 22.....	250	1500	7½	12½	8½	8½	8	1200	1700	90
27 miles and over 25.....	250	1500	7½	12½	9	9	8½	1300	1800	90
30 miles and over 27.....	250	1500	9	12½	9	9	8½	1300	1800	90

Commodity	From	To	Rate in Cents
Fish, fresh, carloads, minimum weight 12 net tons, per 100 pounds.....	Southport.....N. C.	Navassa (when for beyond).....N. C.	12½
Fish, fresh, less than carloads, per 100 pounds.....	Southport.....N. C.	Navassa (when for beyond).....N. C.	19
Pipe, cast iron, carloads, minimum weight 25 net tons, per ton 2,000 pounds.	Navassa (when from beyond).....N. C.	Southport.....N. C.	100

Effective June 25, 1918.

## WINSTON-SALEM SOUTHBOUND RAILWAY.

## FREIGHT TARIFF—STANDARD.



## LIMITED COMMON CARRIERS

Pursuant to chapter 160, Public Laws 1911, the Corporation Commission has given authority to logging roads to become carriers of kinds of commodities other than their own, and has approved tariff for them as follows:

### ANDREWS MANUFACTURING COMPANY.

#### OFFICERS.

Title	Name	Official Address
President and General Manager.....	W. T. Latham.....	Andrews, N. C.

#### ROAD OPERATED.

Andrews to Old Road Gap (miles) ..... 8

#### FREIGHT TARIFF.

Articles	Rate
Logs, Lumber and Railroad Ties, per car.....	\$ 10.00
Ores, Clays and other mineral products, per car.....	10.00
Acid Wood, Pulp Wood, Firewood, and Bark, per cord.....	1.00

Effective June 23, 1917.

### CARR LUMBER COMPANY.

#### OFFICERS.

Title	Name	Official Address
President.....	Louis Carr.....	Pisgah Forest, N. C.

#### ROAD OPERATED.

Pisgah Forest to Vanderbilt Boundary (miles) ..... 20

Articles	Rate
Timber, Lumber, and other Forest Products, loaded by the car and shipped in carload lots, per car.....	\$ 10.00
Wood and Bark, from any point on its own line to its terminus at said station of Pisgah Forest, per cord.....	.50
Transferring loaded cars from its own yards over the tracks of the Southern Railway Co. to the yards of the Brevard Tannin Co., per loaded car.....	2.00
No charge for returning empty cars.	

Effective December 22, 1917.

## EMPIRE MANUFACTURING COMPANY RAILROAD.

## OFFICERS.

Title	Name	Official Address
President.....	A. H. Edgerton.....	Goldsboro.
Secretary.....	H. Weil.....	Goldsboro.

## ROAD OPERATED.

Oliver's Station to within 3 miles of Bentonville (miles)..... .13

## FREIGHT TARIFF.

Articles	Rate
<b>FERTILIZER:</b>	
Under 6 miles—	
Per car of 20 tons and less.....	\$ 10.00
Per ton in excess of 20 tons.....	1.00
Over 6 miles—	
Per car of 20 tons and less.....	12.50
Per ton in excess of 20 tons.....	1.00
<b>BRICK:</b>	
Under 6 miles—	
Per 1,000 (minimum car 8,000 brick).....	1.00
Over 6 miles—	
Per 1,000 (minimum car 8,000 brick).....	1.25
<b>MERCHANDISE, HOUSEHOLD FURNITURE AND FEED:</b>	
Under 6 miles—	
Per car of 20 tons and less (excess in proportion).....	8.00
Over 6 miles—	
Per car of 20 tons and less (excess in proportion).....	10.00
<b>WOOD:</b>	
Under 6 miles—	
Per cord (minimum 12 cords).....	.50
Over 6 miles—	
Per cord (minimum 12 cords).....	.75

Above rates apply in carload lots, less than carload lots will be handled only on the carload rate.  
Effective March 11, 1914.



## ENTERPRISE LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
General Manager.....	Thomas O'Berry.....	Mount Olive, N. C.
Secretary and Treasurer.....	F. B. Short.....	Mount Olive, N. C.

## ROAD OPERATED.

Mount Olive to New Camp (miles)..... 18

## FREIGHT TARIFF.

Commodities	Under 6 Miles	6 to 8 Miles	8 to 10 Miles	10 to 12 Miles	12 to 15 Miles	16 Miles
Fruit and Vegetables, per crate.....	\$ 15½	\$ 15½	\$ 15½	\$ 15½	\$ 15½	\$ .19
Fruit and Vegetables, per car.....	14.00	15.50	17.25	19.25	21.75	25.00
Empty Crates or Barrels, per car.....	11.00	11.00	12.50	12.50	14.00	14.00
Empty Crates or Barrels, each.....	7½	7½	9½	9½	9½	9½
Fertilizers, 20 tons maximum.....	18.75	21.75	26.50	29.75	31.25	39.00
Fertilizer, from 10 to 20 tons, per ton.....	1.05	1.25	1.50	1.55	1.75	2.30
Fertilizer, less than carload, per ton.....	1.95	2.30	2.75	3.10	3.50	3.90
Fertilizer, all over 20 tons, per ton.....	3.10	3.10	3.75	3.90	4.40	4.70
Cotton Seed and Hulls.....	17.20	19.60	21.90	25.00	28.00	31.25
Cotton Seed and Hulls, less than car- load, per ton.....	1.95	2.30	2.75	3.10	3.50	3.90
Holly, Lime, and Flour, in carloads.....	14.00	15.50	17.25	19.25	21.75	25.00
Brick, minimum 10,000, per 1,000.....	1.55	1.95	1.95	1.95	1.95	2.30
Wood, minimum 10 cords, per cord.....	.75	.75	.75	.80	.90	.90
Cotton, per bale.....	.95	.95	.95	1.00	1.00	1.00
Furniture, per 100 pounds.....	.25	.27	.30	.30	.30	.35
Chickens and Eggs, per crate.....	.30	.30	.30	.30	.30	.30
Merchandise, not classed, per 100 pounds.....	.15	.15	.15	.20	.20	.25

Effective June 25, 1918.

## FISHING CREEK TIMBER AND RAILROAD COMPANY.

## OFFICERS.

Title	Name	Official Address
Manager.....	R. A. Stamper.....	Tarboro, N. C.

## ROAD OPERATED.

Stamper, N. C., to Cofield's Bridge, N. C., (miles).....10

Between Stamper, N. C., and—	Fertilizer, Any Quantity, Per Net Ton 2,000 Pounds	Cotton Seed, Carload Minimum Weight 10 Tons, Per Net Ton of 2,000 Pounds	Cotton in Bales, Any Quantity, Per Bale	All Other Commodities, Any Quantity, Per 100 Pounds
House.....N. C.	\$ .75	\$ .75	.35	.10
White.....N. C.	1.00	.85	.35	.10
Purvis.....N. C.	1.00	1.00	.35	.10
Cofield's Bridge.....N. C.	1.50	1.25	.35	.10

Effective February 3, 1916.



## FOSBURGH LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
President.....	James F. Barnett.....	Norfolk, Va.
Manager.....	John M. Gibbs.....	Norfolk, Va.
Secretary.....	Clay H. Hollister.....	Norfolk, Va.
Treasurer.....	Nathan H. Bundy.....	Norfolk, Va.

## ROAD OPERATED.

Vaughan, N. C., to near Essex, N. C. (miles)..... 14.50

## FREIGHT TARIFF.

Articles	Rates
Cotton, per bale.....	\$ .70
Peanuts, per bag.....	.15
Cotton Seed, Cotton-seed Meal, Cotton-seed Hulls, C. L., per ton.....	1.20
Same, L. C. L., per ton.....	1.44
Leaf Tobacco, in baskets, per 100 pounds.....	.18
Grain, Hay, Meal, Flour, Bran, Hominy, Grits, and Shipstuf, per 100 pounds.....	.10
Lard, Sugar, Salt Fish, Molasses, Vinegar, and Oil, in barrels or drums.....	.13
Salt, C. L., per 100 pounds.....	.06 $\frac{1}{2}$
Salt, L. C. L., per 100 pounds.....	.09
Groceries, N. O. S., per 100 pounds.....	.25
Boots, Shoes, Hats, Clothing, Dry Goods, and Notions, per 100 pounds.....	.30
Live Stock, per car.....	14.00
Agricultural Implements and parts thereof—Bar and Band Metal, Nails, Horse and Mule shoes, Machinery, and Fence Wire, C. L., per 100 pounds.....	.13
Same, L. C. L., per 100 pounds.....	.15
Furniture, Household Goods, and Woodenware, C. L., per 100 pounds.....	.13
Same, L. C. L., per 100 pounds.....	.18
Hardware, N. O. S., and Saddlery, per 100 pounds.....	.25
Poultry and Eggs, per 100 pounds.....	.30
Vehicles, S. U., per 100 pounds.....	.90
Vehicles, K. D., packed, per 100 pounds.....	.25
Brick, C. L., per 1,000 brick.....	1.15
Lime and Cement, C. L., per 100 pounds.....	.08
Glassware, Crockery, and Jugware, per 100 pounds.....	.18
Cross and Switch Ties, per car.....	15.00
*Fertilizer:	
Vaughan to Horne's Siding, C. L., per ton.....	.60
Vaughan to Horne's Siding, L. C. L., per ton.....	.90
Vaughan to Rogers' Siding, C. L., per ton.....	.60
Vaughan to Rogers' Siding, L. C. L., per ton.....	.90
Vaughan to Capps' Siding, C. L. per ton.....	.65
Vaughan to Capps' Siding, L. C. L., per ton.....	.90
Vaughan to Hollister, C. L., per ton.....	.70
Vaughan to Hollister, L. C. L., per ton.....	.90

Effective February 12, 1917.

\*Effective January 18, 1917.

## GREENLEAF JOHNSON LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
Superintendent.....	R. L. Hayes.....	Vaughan.

## ROAD OPERATED.

Vaughan, N C., to Sturdivant, N. C. (miles)..... 27.0

## CLASSIFICATION OF RATES.

Articles	Rate
Advertising Matter, all casses.....	1
Agricultural Implements (N. O. S.).....	1
Ale.....	3
Apples, in barrels.....	5
Bagging and Ties.....	A
Baking Powders.....	3
Baskets.....	D1
Belting.....	2
Bicycles.....	D1
Boots and Shoes.....	1
Brick, carload, per 1,000.....	\$ 1.20
Brick (less than carload, 20% higher).....	P
Buggies and Carriages.....	1
Barrels and Drums, empty.....	6
Buckets, Tubs, etc.....	1
Canned Goods.....	4
Cakes and Crackers.....	4
Camping Outfits, carload.....	A
Camping Outfits, less than carload.....	3
Candies.....	4
Carpeting.....	1
Cartridges.....	1
Cement and Lime.....	A
Cheese.....	4
Cider, in barrels.....	3
Cigars and Cigarettes.....	1
Clothing.....	1
Coca-Cola.....	3
Coffee.....	5
Cotton Seed and Hulls.....	N
Cotton Seed and Hulls (less than carload, 20% higher).....	N
Cotton, per bale.....	G
Crates, empty, returned.....	4
Doors, Windows, and Blinds.....	4
Drugs.....	1
Dry Goods and Notions.....	1
Earthenware.....	3
Eggs, per crate.....	25c
Engines and Equipments (Machinery, etc.).....	3
Engines and Equipments (Machinery, etc.), carload minimum 20,000 pounds.....	S
Explosives.....	D1
Fence Wire.....	5
Fertilizers.....	N
Fertilizers (less than carload, 20% higher).....	N
Firearms.....	1



## GREENLEAF JOHNSON LUMBER COMPANY—Continued.

## CLASSIFICATION OF RATES—CONTINUED.

Articles	Rate
Fish.....	5
Flour.....	F
Flour, in sacks.....	C
Fruit Jars.....	1
Glassware.....	2
Grain.....	A
Groceries (N. O. S.).....	3
Hardware.....	5
Hay, Fodder, etc., less than car lots.....	5
Hay, Fodder, etc., car lots.....	A
Hides and Furs.....	3
Hogs.....	1
Household Goods, Furniture (not released).....	1
Household Goods, value limited to \$5 per hundred pounds in case of loss or damage.....	4
Ice, car lots (20,000 pounds minimum).....	P
Ice (less than car lots).....	S
Iron and Steel Articles (N. O. S.).....	3
Lard, in cases or tubs.....	B
Lard, in tierces.....	B
Leather.....	2
Live Poultry.....	1
Live Stock, Horses and Mules, each, 2,000 pounds; two, 3,000 pounds; 1,000 pounds each additional one.....	2
Lye.....	5
Meal.....	A
Meat.....	B
Molasses.....	4
Nails.....	A
Nuts.....	3
Oil.....	6
Paints.....	5
Paper, in rolls or bundles.....	4
Peanuts, in sacks.....	4
Pipes.....	3
Potatoes.....	5
Powder.....	3
Returned Soda Water Empties.....	S
Roofing.....	5
Roots and Herbs.....	1
Rope.....	3
Rubber Goods (N. O. S.).....	1
Saddles and Harness.....	2
Salt.....	S
Shipstuff.....	A
Soaps.....	5
Soda.....	5
Stationery.....	1
Stoves, Stove-pipe, and Fixtures, crated.....	3
Stoves, Stove-pipe, and Fixtures, not crated.....	1
Sugar.....	6
Tinware.....	3
Tobacco.....	3
Vehicles.....	2
Vegetables.....	3
Wagons, K. D.....	3

## GREENLEAF JOHNSON LUMBER COMPANY—Continued.

## CLASS RATES.

Distances	1	2	3	4	5	6	A	B	C	D	F	Per 1,000	S	Per 1,000	Per Ton	Per Bale	Min.
												P		O	N	G	
3 to 5 miles.....	22	19	16	13	11	10	5	10	10	7	16	95	5	100	100	40	15
5 to 7 miles.....	23	21	16	13	11	10	6	10	10	7	18	100	5	105	115	45	15
7 to 9 miles.....	24	21	16	13	11	10	6	10	10	7	18	100	5	105	115	45	20
9 to 11 miles.....	25	21	17	14	12	10	7	10	10	7	18	100	5	110	115	50	20
11 to 16 miles.....	27	22	18	15	13	10	7	10	10	7	18	102	6	115	125	55	25
16 to 20 miles.....	29	24	19	16	14	12	7	11	10	8	20	105	6	120	130	60	25
25 miles and over 20.....															145		
30 miles and over 25.....															160		

Effective March 1, 1918.

## HINES BROS. LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
President.....	Henry C. Riley.....	Kinston, N. C.
Vice-President.....	W. T. Hines.....	Kinston, N. C.
Secretary and Treasurer.....	Lovit Hines.....	Kinston, N. C.

## ROAD OPERATED.

Extending from Norfolk Southern Railroad one mile south of Caswell, to different points in Jones and Lenoir Counties (miles)..... 24

Rates applying, same as Atlantic and North Carolina Division of Norfolk Southern Railroad.  
Effective April 6, 1916.

## LAUREL RIVER LOGGING COMPANY.

## ROAD OPERATED.

Belva, N. C., to Carmen, N. C. (miles)..... 20

Articles	Rates
Brick, per 1,000.....	\$ .40
Cord Wood, Acid and Pulp Wood, and Bark (per cord, 128 cubic feet).....	.40
Coal and Coke (per ton 2,000 pounds).....	.30
Fertilizer (per ton 2,000 pounds).....	.30
Logs and Railroad Ties, per carload, excess in proportion.....	4.00
Lumber, carload lots, per 100 pounds.....	.03
Feed Supplies and General Merchandise, per hundred pounds, less carload.....	.08
Feed Supplies and General Merchandise, per hundred pounds, carload.....	.06

Effective August 17, 1917.



## MONTGOMERY LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
President.....	Guy L. Buell.....	Spring Hope, N. C.
Vice-President.....	G. L. Hume.....	Spring Hope, N. C.
Treasurer.....	G. B. Montgomery.....	Buffalo, N. Y.
Secretary.....	L. D. Tanner.....	Spring Hope, N. C.
General Counsel.....	F. S. Spruill.....	Rocky Mount, N. C.

## ROAD OPERATED.

Spring Hope, N. C., to Bunn, N. C. (miles)..... 10

## COMMODITY RATES.

Articles	Rate
Agricultural Implements, K. D., any quantity, per 100 pounds.....	\$ .10½
Same, S. U., C. L. 16-ton minimum, per 100 pounds.....	.07½
Same, L. C. L., per 100 pounds.....	.19
Ammunition and Explosives, any quantity, per 100 pounds.....	.31½
Bagging and Ties, any quantity, per 100 pounds.....	.11½
Blinds. (See Building Material.)	
Brick, C. L., 10,000 brick minimum, per 1,000 brick.....	2.00
Same, L. C. L., per 1,000 brick.....	2.25
Building Material, including Sash, Doors, Blinds, Columns and Trimmings, C. L., straight or mixed 20,000 pounds minimum, per car.....	12.50
Same, L. C. L., per 100 pounds.....	.19
Bureaus. (See Furniture.)	
Canned Goods, any quantity, per 100 pounds.....	.17½
Cement, C. L., 20,000 pounds minimum, per 100 pounds.....	.10½
Same, L. C. L., in sacks or barrels, per 100 pounds.....	.12
Chairs. (See Furniture.)	
Columns. (See Building Material.)	
Cord Wood. (See Cord Wood.)	
Cotton, in bales, any quantity, per 100 pounds.....	.25
Cotton Seed, C. L., 10 tons minimum, per ton 2,000 pounds.....	1.30
Same, L. C. L., in bags, per ton, 2,000 pounds.....	1.60
Cotton-seed Hulls, C. L., 10 tons minimum, per ton 2,000 pounds.....	1.00
Same, L. C. L., packed, per ton 2,000 pounds.....	1.30
Crates, egg. (See Egg Crates.)	
Cross Ties, wood, any quantity, each.....	.10
Crockery, any quantity, per 100 pounds.....	.12½
Clothing, L. C. L., per 100 pounds.....	.15
Castings, all kinds, any quantity, per 100 pounds.....	.09
Cheese, per 100 pounds.....	.12½
Coal, C. L., minimum 30 tons, per ton 2,000 pounds.....	.60
Cigars and Cigarettes, per 100 pounds.....	.12½
Coffee, per 100 pounds.....	.12½
Coffins, per 100 pounds.....	.19
Doors. (See Building Material.)	
Drain Pipe. (See Pipe and Earthen Drain.)	
Dry Goods, not otherwise listed, per 100 pounds.....	.15
Earthen Pipe. (See Pipe and Earthen Drain.)	
Eggs, any quantity, per crate.....	.31½

## MONTGOMERY LUMBER COMPANY—Continued.

## COMMODITY RATES—CONTINUED.

Articles	Rate
Egg Crates, any quantity, each.....	\$ .12½
Fertilizer, C. L., 15 tons minimum, per ton 2,000 pounds.....	1.00
Same, L. C. L., sacked, per ton.....	1.30
Fish, fresh, any quantity, per 100 pounds.....	.31½
Fish, salt, in kegs, any quantity, per 100 pounds.....	.12½
Fixtures, store. (See Store Fixtures.)	
Flour. (See Grain and Grain Products.)	
Furniture, new, viz: Beds, Bureaus, Washstands, Hat Racks, Chairs, all kinds, C. L., 10,000 pounds minimum, per car.....	12.50
Same, L. C. L., per 100 pounds.....	.20
Fruit, in cans, boxed. (See Canned Goods.)	
Fruit, green, all kinds, per 100 pounds.....	.12½
Fencing, wire or iron, C. L., 20,000 pounds minimum, per 100 pounds.....	.06½
Same, L. C. L., per 100 pounds.....	.12½
Flues, tobacco, sheet iron, any quantity, per 100 pounds.....	.19
Flour, in sacks, per 100 pounds.....	.12½
Same, in barrels, per barrel.....	.25
Grain and Grain Products, C. L., 15,000 pounds minimum, per 100 pounds.....	.07
Grain, all kinds, in bags or barrels, L. C. L., per 100 pounds.....	.12½
Meal, per 100 pounds.....	.12½
Grits, per 100 pounds.....	.12½
Glass, common, crated or boxed, per 100 pounds.....	.19
Glassware, common, crated or boxed, per 100 pounds.....	.19
Groceries, Fruit and Crackers, not otherwise specified, per 100 pounds.....	.12½
Gasoline, C. L., 20,000 pounds minimum, per 100 pounds.....	.12½
Same, L. C. L., per 100 pounds.....	.14
Hat Racks. (See Furniture.)	
Hogsheads, tobacco. (See Tobacco Hogsheads.)	
Household Goods, C. L., per car 20,000 pounds minimum.....	15.00
Same, L. C. L., per 100 pounds.....	.20
Hides, green or dry, per 100 pounds.....	.12½
Hulls, cotton-seed. (See Cotton-seed Hulls.)	
Hay, C. L., 15,000 pounds minimum, per 100 pounds.....	.07
Same, L. C. L., per 100 pounds.....	.12½
Hardware, any quantity, per 100 pounds.....	.12½
Hats and Caps, any quantity, per 100 pounds.....	.25
Ice, C. L., 10 tons minimum, per ton of 2,000 pounds.....	.50
Same, L. C. L., but not less than 5 tons, 25% higher.....	
Same, bagged, less than 5 tons, per 100 pounds.....	.12½
Ice Cream Freezers, per 100 pounds.....	.19
Iron and Steel, flat, including pipe, C. L., 20,000 pounds minimum, per 100 pounds.....	.06½
Same, L. C. L., per 100 pounds.....	.12½
Lard, any quantity, per 100 pounds.....	.12½
Lead, white and red. (See Paint.)	
Lime, C. L., 20,000 pounds minimum, per 100 pounds.....	.10
Same, L. C. L., per 100 pounds.....	.11½
Lumber, dressed, C. L., 10,000 pounds minimum, per car.....	21.50
Same, rough, C. L., 10,000 pounds minimum, per 1,000 feet.....	1.90
Machines, sewing, any quantity, each.....	.31½
Machinery, C. L., 20,000 pounds minimum, per 100 pounds.....	.12½
Same, L. C. L., per 100 pounds.....	.17½
Meal. (See Grain and Grain Products.)	
Meats, fresh, per 100 pounds.....	.31½
Same, salt, in boxes or bags, per 100 pounds.....	.12½
Molasses, in barrels, hogsheads or puncheons, any quantity, per 100 pounds.....	.12½
Monuments, Grave Stones, etc., per 100 pounds.....	.10
Mattresses, any quantity, per 100 pounds.....	.19



## MONTGOMERY LUMBER COMPANY—Continued.

## COMMODITY RATES—CONTINUED.

Articles	Rate
Nails, all kinds, L. C. L., per 100 pounds.....	\$ .10
Oil, any kind, in barrels, C. L., 20,000 pounds minimum, per 100 pounds.....	.10
Same, L. C. L., per 100 pounds.....	.12½
Pipe, earthen and drain, C. L., 25,000 pounds minimum, per car.....	12.50
Same, L. C. L., per 100 pounds.....	.11½
Poultry, alive, any quantity, per 100 pounds.....	.26½
Paints, including red and white lead, L. C. L., per 100 pounds.....	.10
Paper, roofing and wrapping, any quantity, per 100 pounds.....	.12½
Plaster, L. C. L., per 100 pounds.....	.12
Plate Glass, any quantity, per 100 pounds.....	.25
Sash. (See Building Material.)	
Seed Cotton. (See Cotton Seed.)	
Seed, except cotton, any quantity, per 100 pounds.....	.12½
Sewing Machines. (See Machines, sewing.)	
Shingles, wooden, building, C. L., 30,000 pounds minimum, per car.....	12.50
Same, L. C. L., per 100 pounds.....	.06½
Slab Wood. (See Wood, cord.)	
Store Fixtures, all kinds, any quantity, per 100 pounds.....	.26½
Show Cases, K. D., and crated, per 100 pounds.....	.25
Soft Drinks, bottled, in barrels, or crates, non-alcoholic, per 100 pounds.....	.12½
Return Empties, per 100 pounds.....	.07½
Salt, C. L., 20,000 pounds minimum, per 100 pounds.....	.06½
Same, L. C. L., per 100 pounds.....	.10
Soda, nitrate. (See Fertilizers.)	
Stoves, Ranges, all kinds, per 100 pounds.....	.15
Sugar, any quantity, per 100 pounds.....	.12½
Shoes and Notions, any quantity, per 100 pounds.....	.20
Ties, iron. (See Bagging and Ties).	
Ties, wooden. (See Cross Ties).	
Tile. (See Pipe and Earthen Drain)	
Tobacco, in hogsheads or tierces, C. L., per 100 pounds.....	.12½
Same, L. C. L., per 100 pounds.....	.15
Same, in crates, any quantity, per 100 pounds.....	.16½
Tobacco Hogsheads, any quantity, per 100 pounds.....	.37½
Vehicles, K. D., packed, L. C. L., per 100 pounds.....	.20
Same, C. L., 15,000 pounds minimum, per 100 pounds.....	.12½
Same, S. U., any quantity, per 100 pounds.....	.37½
Same, parts of, any quantity, per 100 pounds.....	.20
Vegetables, canned. (See Canned Goods).	
Same, green, any quantity, per 100 pounds.....	.12½
Water, mineral, in glass or stone, any quantity, per 100 pounds.....	.20
Wash Stands. (See Furniture).	
Wood, cord or slab, for fuel purposes, C. L., 20,000 pounds minimum, ten miles or over, per car.....	7.50
Same, cord or slab, for fuel purposes, C. L., 12 cords minimum, per cord.....	.70
Woodenware, any quantity, per 100 pounds.....	.12½

Effective August 3, 1918.

## OCONA LUFTY RAILROAD COMPANY.

## OFFICERS.

Title	Name	Official Address
President.....	Reuben B. Robertson.....	Canton, N. C.
General Manager.....	F. L. Winchester.....	Canton, N. C.

## ROAD OPERATED.

Ocona Lufly, N. C., to Smokemont, N. C. (miles)..... 10

## CLASS RATES.

Distances	1	2	3	4	5	6	A	B	C		D		E	H	F		K	L	M	N	O	P
									CL	LCL	CL	LCL			CL	LCL						
10 miles and under.....	25	23	21	20	19	18	17	18	17	18	16	17	19	20	20	22	16	15	16	18	17	13

## COMMODITY RATES.

In Cents Per 100 Pounds, Unless Otherwise Specified.

Articles	Rate
Bark, C. L., minimum weight 20,000 pounds.....	\$ 7
Coal, C. L., minimum weight 40 tons, per ton of 2,000 pounds.....	50
Logs, C. L., minimum weight 36,000 pounds.....	5
Log Loaders, at estimated weight of 10,000 pounds.....	6th Class.
Pulp Wood, C. L., minimum weight 45,000 pounds, per cord of 128 cubic feet.....	1.20
Acid Wood. (Same as pulp wood).	
Telegraph and Telephone Poles, C. L., minimum weight 36,000 pounds.....	5
Brick, common, C. L., minimum weight 40,000 pounds.....	5

Effective September 1, 1918.

## JOHN L. ROPER LUMBER COMPANY.

## OFFICERS

Title	Name	Official Address
President.....	C. I. Millard.....	Norfolk, Va.
General Superintendent.....	C. E. Emmert.....	New Bern, N. C.
General Solicitor.....	W. B. Rodman.....	Norfolk, Va.

## ROAD OPERATED.

Clark Junction, N. C., to Catherine Lake (miles)..... 40

Rates made 150 per cent of standard rates promulgated by Commission and applied to transportation lines like Seaboard Air Line Railway.

Effective March 17, 1917.



## ROWLAND LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
President and General Manager.....	A. R. Turnbull.....	Norfolk, Va.
Vice-President.....	M. A. Turnbull.....	Norfolk, Va.
Secretary.....	Wm. J. Jones.....	Norfolk, Va.

## ROAD OPERATED.

Bowdens, N. C., and Warsaw, N. C., toward Newton Grove (miles)..... 20

All commodities, but not including lumber and logs, will be handled in carload lots, minimum ten (10) tons, excess in proportion, from and to Bowdens, N. C., and the following points at rate per ton listed:

Between Bowdens, N. C., and Concord, N. C..... \$ 1.00  
 Between Bowdens, N. C., and points beyond Concord, N. C..... 2.00  
 Effective January 11, 1919.

## WACCAMAW LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
President.....	F. L. Finkenstaedt.....	Bolton, N. C.
Secretary.....	Watts S. Humphrey.....	Bolton, N. C.

## ROAD OPERATED.

Bolton, N. C., to Makatoka, N. C. (miles)..... 18

## FREIGHT TARIFF.

Distances	Per 100 Pounds											Per Bbl.	Per 100 Lbs.		Per Ton		Per Car 24,000 Pounds	
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O
5 miles and under.....	16	13	11	9	7	7	7	7	7	6	8	13	9	6	77	102	\$11.00	\$10.00
10 miles and over 5.....	22	16	14	12	10	8	8	8	8	7	10	15	12	7	89	105	12.00	11.00
15 miles and over 10.....	25	19	17	14	12	9	9	9	9	8	12	17	14	8	95	120	13.00	12.00
20 miles and over 15.....	28	21	19	16	13	10	10	10	10	9	13	19	16	9	101	125	15.00	12.00

Distances	Cotton Seed, Cotton-seed Hulls, C. L., Per Ton	Fertilizer, C. L., 10 Tons Min., L. C. L. 20% Higher	Cotton, in Bales, Per 100 Pounds	Wood, Per Cord, 10 Cords Minimum	Brick, Per 1,000. C. L. 10,000 Min., L. C. L. 20% Higher
5 miles and under.....	\$ 0.70	\$ 0.70	\$ 0.11	\$ 0.55	\$ 1.00
10 miles and over 5.....	.80	.90	.11	.60	1.15
15 miles and over 10.....	.90	1.10	.12	.65	1.20
20 miles and over 15.....	1.00	1.20	.14	.70	1.25

Effective May 15, 1915.

## THE WELDON LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
President and General Manager.....	J. L. Shepherd.....	Weldon, N. C.
Secretary and Treasurer.....	N. J. Shepherd.....	Weldon, N. C.

## ROAD OPERATED.

Weldon, N. C., to near Ringwood (miles)..... 20

## FREIGHT TARIFF.

Articles	Rate
Cotton, per bale.....	\$ 0.75
Cotton Seed, Cotton-seed Meal, Hulls and Fertilizers, C. L., per ton.....	1.00
Leaf Tobacco, in baskets, per 100 pounds.....	.18
Grain, Hay, Meal, Flour, Bran, Hominy, Grits, and Shipstuff, per 100 pounds.....	.10
Lard, Sugar, Salt Fish, Molasses, Vinegar, and Oil, in barrels or drums.....	.13
Salt, C. L., per 100 pounds.....	.06½
Groceries, per 100 pounds.....	.25
Boots, Shoes, Hats, Clothing, Dry Goods, and Notions, per 100 pounds.....	.30
Live Stock, per car.....	14.00
Agricultural Implements and parts thereof: Bar and Band Metal, Nails, Horse and Mule Shoes, Machinery, and Fence Wire, C. L., per 100 pounds.....	.13
Less than carload.....	.15
Furniture, Household Goods, and Woodenware, C. L., per 100 pounds.....	.13
Less than carload.....	.18
Hardware and Saddlery, per 100 pounds.....	.25
Poultry and Eggs, per 100 pounds.....	.30
Vehicles, S. U., per 100 pounds.....	.90
Vehicles, K. D.....	.25
Brick, C. L., per 1,000.....	1.50
Lime and Cement, C. L., per 100 pounds.....	.08
Glassware, Crockeryware, and Jugware, per 100 pounds.....	.18

Twenty-five per cent more on freight to Taylor's Siding, and 50% more on freight to the Commissary. (Effective August 10, 1915.)

Effective September 22, 1911.



## WHITEVILLE LUMBER COMPANY.

## OFFICERS.

Title	Name	Official Address
President.....	Nathan O'Berry.....	Goldsboro, N. C.
Secretary.....	Bessie N. Claytor.....	Goldsboro, N. C.
Assistant Treasurer.....	C. R. Spivey.....	Whiteville, N. C.

## ROAD OPERATED.

Whiteville, N. C., to Butler's, N. C. (miles)..... 27

## CLASS RATES.

Distances	In Cents Per 100 Pounds										Per Bbl.	Per 100 Pounds		Per Ton 2,000 Pounds		Per Carload, as Per Classification, Excess in Proportion			
	1	2	3	4	5	6	A	B	C	D		E	F	H	K	L	M	N	O
5 miles and under.....	25	21	19	14	14	11	11	11	11	10	13	19	14	10	125	156	1625	1500	1125
10 miles and over 5.....	33	25	23	18	15	13	13	13	13	11	15	21	18	11	140	160	1750	1625	1250
15 miles and over 10.....	36	29	26	20	18	14	14	14	14	13	18	24	20	13	148	179	1875	1875	1375
20 miles and over 15.....	40	31	29	23	19	15	15	15	15	14	19	26	23	14	155	185	2125	1875	1750

## COMMODITY RATES, IN CENTS.

Distances	Cotton Seed and Cotton-seed Hulls, 10 Tons Minimum C. L., Per Ton	Fertilizer, C. L. Minimum 10 Tons, Maximum 20 Tons, Per Ton 2,000 Pounds; L. C. L. 30 Per Cent Higher	Cotton, in Bales, Per 100 Lbs.	Firewood, Per Cord, 10 Cords Minimum C. L.	Brick, Per 1,000, C. L. 8,000 Brick Minimum; L. C. L. 50 Per Cent Higher	Rosin, Tar, Pitch, and Crude Turpentine, Per 100 Pounds	Spirits Turpentine, Per 100 Lbs.	Tobacco, Leaf, in Hogsheads or Tierces, Per 100 Pounds	Hewn Timber from Dead Trees Only, Per Car 34,000 Pounds, Excess in Proportion, Maximum 40,000 Pounds, Excess Double Rate	Shingles, C. L. Minimum 34,000 Pounds, Per 100 Pounds, Maximum 40,000 Pounds, Excess Double Rate
5 miles and under.....	106	119	16	113	156	10	11	14	2188	10
10 miles and over 5.....	119	144	16	119	169	10	11	15	2250	10
15 miles and over 10.....	144	169	19	125	181	11	14	16	2312	11
20 miles and over 15.....	156	181	21	135	194	13	15	21	2375	11

Effective July 27, 1918.

## WHITEVILLE LUMBER COMPANY—Continued.

RATES ON VEGETABLES FROM WHITEVILLE LUMBER COMPANY RAILROAD STATIONS  
TO WHITEVILLE, N. C.

In Cents.

Whiteville Lumber Company Railroad Stations	Cabbage, Per Bar- rel or Barrel Crate	Potatoes, Per Barrel	Vegetables, N. O. S.					
			Per Barrel or Barrel Crate, Carload Mini- mum 200 Packages		Per 1½-Bushel Package, Car- load Minimum 325 Packages		Per Bushel Package, Car- load Minimum 400 Packages	
			CL	LCL	CL	LCL	CL	LCL
Harrelsonville.....N. C.	13	19	15	23	9	13	7	9
Nakina.....N. C.	16	23	19	34	11	18	8	13
Bug Hill.....N. C.	18	26	21	38	11	20	9	14

RATES ON STRAWBERRIES FROM WHITEVILLE LUMBER COMPANY RAILROAD  
STATIONS TO WHITEVILLE, N. C.

Whiteville Lumber Company Railroad Stations	Per Crate, Carload Minimum 250 Crates, Excess in Proportion
Harrelsonville, N. C.....	9
Nakina, N. C.....	9
Bug Hill, N. C.....	13

Effective July 27, 1918.



# STEAMBOAT COMPANIES

## ALBEMARLE STEAM NAVIGATION COMPANY.

### CLASS RATES BETWEEN ALL LANDINGS.

In Cents Per 100 Pounds												Applicable Intrastate Only							
												Per 100 Lbs.	Per Bbl.	Per 100 Pounds	Per 2,000 Pounds	Per Car 20,000 Pounds			
1	2	3	4	5	6	A	B	C	D	E	H	F	J	K	L	M	N	O	P
44	37	31	26	22	17	17	17	17	14	22	26	31	16	13	200	230	2800	2400	2000

### COMMODITY RATES.

In Cents Per 100 Pounds, Unless Otherwise Shown.

Commodities	Rate
<b>Automobiles:</b>	
Between Franklin, Va., and Blackwater River landings, Riddicksville, and Macks, N. C., each.....	\$ 5.00
Between Franklin, Va., and Chowan River Landings (except Riddicksville and Macks, N. C.), and Meherrin River Landings, each.....	10.00
Between Tunis, N. C., and Meherrin River Landings, each.....	5.00
Between Edenton, N. C., and Chowan River Landings, each.....	5.00
Between Chowan River Landings (except Tunis, N. C.), and Meherrin River Landings, each.....	7.50
Barrels, empty, flour and sugar, each.....	.06
Barrels, Kegs, Pails, Tubs, and Firkins for fish, each.....	.13
Baskets and Crates, truck, L. C. L., each.....	.25
Same, C. L., 15,000 pounds, each.....	.12
Beef, in barrels, per barrel.....	.35
Boxes for truck and fish, each.....	.12
Brick, packed, per 1,000 brick.....	3.20
Brick, loose, per 1,000 brick.....	4.30
<b>*Buggies, new, S. U.:</b>	
Between Franklin, Va., (southbound only), and—	
Blackwater River—all landings, each.....	1.20
Chowan River landings, viz.:	
Riddicksville, N. C., each.....	2.50
Macks, N. C., each.....	3.00
Winton, N. C., each.....	3.25
Tunis, N. C., each.....	3.25
Meherrin River:	
Mapleton, N. C., each.....	3.50
Como, N. C., each.....	3.50
Murfreesboro, N. C., each.....	3.75
Chowan River landings, viz.:	
Mount Pleasant, N. C., each.....	3.75
Woodleys Wharf, N. C., each.....	3.75
Holleys Wharf, N. C., each.....	3.75
Colerain, N. C., each.....	4.25
Perrys Wharf, N. C., each.....	4.50

## ALBEMARLE STEAM NAVIGATION COMPANY—Continued.

## COMMODITY RATES—CONTINUED.

Commodities	Rate
Buggies, new, S. U.—Continued.	
Mount Gould, N. C., each.....	\$ 4.50
Willow Branch, N. C., each.....	4.50
Edenton, N. C., each.....	5.00
Wicacon Creek—all landings, each.....	4.25
Bennetts Creek—all landings, each.....	4.50
Buggies, top or open (see rates on page 217).....	†
Cement, in barrels, per barrel.....	.31
Cider, in barrels, per barrel.....	.41
Cider, in half-barrels, per half-barrel.....	.31
Coal, in bags, per ton 2,000 pounds.....	1.30
Coal, in bags, L. C. L., per ton 2,000 pounds.....	1.40
Coops and Crates, each.....	.18
Cotton, in bales, per bale.....	.80
Cotton Seed, in bags, per bag.....	.10
Crates, returned empty bottle (southbound only and Edenton, N. C.), per crate.....	.13
Crates, egg, empty, per crate.....	.10
Eggs, in crates, per crate.....	.41
Fertilizer, in bags, C. L., per ton 2,000 pounds.....	1.20
Fertilizer, in bags, L. C. L., per ton 2,000 pounds.....	1.40
Fish:	
Dry, salted, standard package, per barrel.....	.25
Dry, salted, standard package, per half-barrel.....	.20
Dry, salted, standard package, per quarter-barrel.....	.15
Fresh, in sugar barrels, per barrel.....	.70
Fresh, in flour barrels, per barrel.....	.56
Fresh, in boxes, per box.....	.70
Fresh, in half-boxes, per half-box.....	.50
Fresh, in quarter-boxes, per quarter-box.....	.35
Herrings, loose, in bags, boxes, or barrels, per 1,000.....	.55
Flour, in barrels, per barrel.....	.25
Fodder, packed.....	.15
Grain, in sacks.....	.15
Hay, in bales, C. L.....	.10
Hay, in bales, L. C. L.....	.15
Hogs, dressed.....	.35
Household Goods, agreed to be of value to not exceed \$10.00 per 100 pounds, and so stated by shipper in writing in shipping order and bill of lading.....	.38
Ice, in sacks.....	.09
Ice Cream, in iced refrigerator carriers or packed with ice in open top tubs. Prepaid.....	.45
Ice Cream Refrigerator Carriers or Tubs, empty, returned; received by freight, emptied of their contents and shipped back by the original consignee to the shipper.....	.10
Laths, in bundles, per 1,000 laths.....	.70
Lime, agricultural, in bags, C. L., per ton 2,000 pounds.....	1.20
Lime, agricultural, in bags, L. C. L., per ton 2,000 pounds.....	1.40
Lime, in barrels, N. O. S., per barrel.....	.25
Limestone, ground, in strong bags, C. L., minimum weight 20,000 pounds, per ton 2,000 pounds.....	1.00
Same, L. C. L., per ton 2,000 pounds.....	1.20
Live Stock, viz:	
Calves, per calf.....	.65
Cattle (see page 217).....	†
Horses (see page 217).....	†
Hogs, actual weight.....	.40
Mules (see page 217).....	†
Sheep.....	.40
Lumber, per 1,000 feet.....	3.50



## ALBEMARLE STEAM NAVIGATION COMPANY—Continued.

## COMMODITY RATES—CONTINUED.

Commodities	Rate
Machinery, saw-mill.....	\$ 0.25
Marl, ground, in strong bags, C. L. minimum weight 20,000 pounds, per ton 2,000 pounds.....	1.00
Same, L. C. L., per ton 2,000 pounds.....	1.20
Meal (except cotton-seed meal), in barrels, per barrel.....	.25
Meal (except cotton-seed meal), in sacks, per sack.....	.18
Molasses, in barrels, per barrel.....	.50
Motorcycles:	
Between Chowan River Landings and Meherrin River Landings, each.....	.65
Between Blackwater River Landings and Chowan River, Meherrin River, Wicacon Creek, and Bennett's Creek Landings, each.....	1.00
Between Chowan River and Meherrin River Landings and Wicacon Creek, and Bennett's Creek Landings, each.....	1.00
Oil, coal, in barrels, per barrel.....	.38
Oysters, in barrels, per barrel.....	.44
Peanuts, raw, in the shell, in bags:	
Between South Quay and Old South Quay, Va., and Franklin, Va., C. L., per bag.....	.08
Same, L. C. L., per bag.....	.10
Between Milk Landing, Cherry Grove, and Cobb's Wharf, Va., and Franklin, Va., C. L., per bag.....	.11
Same, L. C. L., per bag.....	.13
Between Chowan River Landings (Riddicksville, Macks, Winton, and Tunis), and Franklin, Va., C. L., per bag.....	.12
Same, L. C. L., per bag.....	.14
Between Meherrin River Landings (Mapleton, Como and Murfreesboro), and Franklin, Va., C. L., per bag.....	.12
Same, L. C. L., per bag.....	.14
Between Wicacon Creek Landings (Harrellsville, N. C.), and Franklin, Va., C. L., per bag.....	.12
Same, L. C. L., per bag.....	.14
Between Bennetts Creek Landings (Roberts Wharf and Gatesville), and Franklin, Va., C. L., per bag.....	.12
Same, L. C. L., per bag.....	.14
Between all landings, except as otherwise provided for, and all landings, except as otherwise provided for, C. L., per bag.....	.13
Same, L. C. L., per bag.....	.15
*Peanuts, raw, shelled, in bags, C. L., per bag.....	.20
Same, L. C. L., per bag.....	.26
*Peanuts, roasted, in bags, C. L., per bag.....	.22
Same, L. C. L., per bag.....	.31
Peas, cow and field, in bags, C. L., per bag.....	.15
Same, L. C. L., per bag.....	.17
Plaster, land, in bags, C. L., per ton 2,000 pounds.....	1.20
Same, L. C. L., per ton 2,000 pounds.....	1.40
Pork, in barrels, per barrel.....	.43
Potatoes, in barrels, per barrel.....	.25
Poultry, dressed, packed.....	.43
Poultry, live, in coops.....	.60
Rice, rough, in sacks.....	.12
Rosin, in barrels, per barrel.....	.31
Salt, in barrels or sacks.....	.15
Shingles, in bundles:	
3x20 inches, per 1,000 shingles.....	.40
4x20 inches, per 1,000 shingles.....	.45
5x20 inches, per 1,000 shingles.....	.55
6x20 inches, per 1,000 shingles.....	.65
Staves and Last Blocks, per 1,000 pieces.....	4.20

## ALBEMARLE STEAM NAVIGATION COMPANY—Continued.

## COMMODITY RATES—CONTINUED.

Commodities	Rate
Straw, in bales.....	\$ 0.15
Sugar, in barrels, per barrel.....	.40
Surreys, S. U.:	
Between Franklin, Va., (southbound only), and Blackwater River Landings, Chowan River Landings (Riddicksville, Macks, Winton, and Tunis), and Meherrin River Landings, each.....	3.00
Between Franklin, Va. (southbound only), and Chowan River Landings (Mount Pleasant, Woodley's Wharf, Holley's Wharf, Colerain, Perry's Wharf, Mount Gould, Willow Branch, and Edenton), Wicacon Creek Landings, and Bennett's Creek Landings, each.....	3.50
Tar, N. O. S., in barrels, per barrel.....	.25
Tar, coal, in barrels, per barrel.....	.43
Vegetables, N. O. S., in barrels, per barrel.....	.25
Vegetables, N. O. S., in half-barrels, per half-barrel.....	.18
Vegetables, N. O. S., in boxes, per bushel box.....	.12
Vinegar, in barrels, per barrel.....	.43

Effective, October 30, 1918.

\*Effective, September 25, 1919.



## ALBEMARLE STEAM NAVIGATION COMPANY—Continued.

## BUGGIES, TOP OR OPEN.

Rates in Cents Per Buggy.

## CATTLE, COLTS, HORSES AND MULES.

Rates in Cents Per Head.

TO AND FROM	FROM AND TO																											
	Franklin.....Va.	South Quay.....Va.	Old South Quay.....Va.	Milk Landing.....Va.	Cherry Grove.....Va.	Cobbs Wharf.....Va.	Riddicks-ville.....N. C.	Macks.....N. C.	Winton.....N. C.	Tunis.....N. C.	Mount Pleasant.....N. C.	Woodley's Wharf.....N. C.	Holley's Wharf.....N. C.	Colerain.....N. C.	Perry's Wharf.....N. C.	Mount Gould.....N. C.	Willow Branch.....N. C.	Edenton.....N. C.	Mapleton.....N. C.	Como.....N. C.	Murfreesboro.....N. C.	Harrellsville.....N. C.	Robert's Wharf.....N. C.	Gatesville.....N. C.				
Franklin.....Va.	0	150	150	200	200	200	250	300	325	325	375	375	375	425	450	450	450	500	350	350	375	425	450	450				
South Quay.....Va.		0	150	150	150	150	200	200	325	325	350	350	375	375	400	400	400	450	325	325	375	375	425	425				
Old South Quay.....Va.			0	150	150	150	200	200	325	325	350	350	375	375	400	400	400	450	325	325	375	375	425	425				
Milk Landing.....Va.				0	150	150	150	200	250	300	325	350	350	375	400	400	400	450	325	325	350	375	400	400				
Cherry Grove.....Va.					0	150	150	200	250	300	325	350	350	375	400	400	400	450	325	325	350	375	400	400				
Cobb's Wharf.....Va.						0	150	200	250	300	325	350	350	375	400	400	400	450	325	325	350	375	400	400				
Riddicks-ville.....N. C.							0	150	200	250	300	325	350	350	375	400	400	425	325	325	350	350	375	375				
Macks.....N. C.								0	200	250	325	350	350	375	400	400	400	425	300	300	325	350	375	375				
Winton.....N. C.									0	150	250	300	300	300	325	325	325	350	200	200	250	300	325	325				
Tunis.....N. C.										0	250	300	300	300	325	325	325	350	250	250	300	250	325	325				
Mt. Pleasant.....N. C.											0	200	200	250	325	325	325	325	325	325	325	150	300	300				
Woodley's Whf.....N. C.												0	150	200	300	300	300	300	325	325	350	200	300	300				
Holley's Wharf.....N. C.													0	150	200	200	200	300	350	350	375	250	325	325				
Colerain.....N. C.														0	200	200	200	250	350	350	375	300	325	325				
Perry's Wharf.....N. C.															0	150	150	250	375	375	425	325	350	350				
Mount Gould.....N. C.																0	150	250	375	375	425	325	350	350				
Willow Branch.....N. C.																	0	250	375	375	425	325	350	350				
Edenton.....N. C.																		0	425	425	450	375	400	400				
Mapleton.....N. C.																			0	150	150	325	350	350				
Como.....N. C.																				0	150	325	350	350				
Murfreesboro.....N. C.																					0	325	375	375				
Harrellsville.....N. C.																						0	300	300				
Robert's Wharf.....N. C.																							0	150				
Gatesville.....N. C.																								0				

Effective September 25, 1919.

## ALBEMARLE STEAM NAVIGATION COMPANY—Continued.

## WHARFAGE AND STORAGE.

(At Como, Gatesville, Mapleton, Murfreesboro, Willow Branch, and Winton, N. C., wharfage charges should be assessed on interstate business only. No charges for wharfage is to be assessed at these points on business originating at and destined to points in North Carolina the transportation of which is wholly intrastate.)

In Cents Per 100 Pounds, Except Where Otherwise Shown.

Commodities	Wharfage		Storage (All Landings)
	Cherry Grove, Va. Macks, N. C. Riddicksville, N. C. South Quay, Va.	Como, N. C. Gatesville, N. C. Mapleton, N. C. Murfreesboro, N. C. Willow Branch, N. C. Winton, N. C.	
Articles not otherwise provided for.....	2	2	2
Bacon.....	2	2	5
Bagging.....	2	2	2
Barrels, empty, each.....	$\frac{1}{2}$	$\frac{1}{2}$	1
Brick, loose, per 1,000 brick.....	30	30	20
Brick, packed, per 1,000 brick.....	20	20	10
Castings.....	2	2	1
Cattle, each.....	10	10	Not permitted
Coal, per ton 2,000 pounds.....	20	20	10
Coffee, per sack.....	2	2	5
Corn, per bag.....	2	2	2
Cotton, per bale.....	5	5	5
Cotton Seed, per bag.....	2	2	2
Crates, empty, each.....	1	1	1
Dry Goods.....	2	2	5
Fertilizer, per bag.....	2	2	1
Guano, per bag.....	Same as	Fertilizer.	
Hay, per bale.....	2	2	2
Horses, each.....	10	10	Not permitted
Lime, per bag.....	Same as	Fertilizer.	
Limestone, ground.....	Same as	Fertilizer.	
Lumber, per 1,000 feet.....	20	20	10
Laths, per 1,000.....	10	10	5
Marl, ground.....	Same as	Fertilizer.	
Meal, except cotton-seed meal, per sack.....	2	2	2
Meal, cotton-seed.....	Same as	Fertilizer.	
Oats, per sack.....	2	2	2
Oil, per barrel.....	5	5	3
Peas, per sack.....	2	2	2
Peanuts, per bag.....	2	2	2
Plaster, land.....	Same as	Fertilizer.	
Salt, per sack.....	2	2	2
Small packages, each.....	2	2	2
Shingles, per 1,000.....	10	10	5
Sugar, per barrel.....	5	5	3
Trunks, except new, empty, each.....	3	3	5
Vehicles.....	10	10	5

Effective October 30, 1918.



## BENNETT'S NORTH CAROLINA LINE.

FREIGHT TARIFF BETWEEN CURRITUCK SOUND LANDINGS, \*†CURRITUCK COURTHOUSE LANDING,  
N. C., \*KNOTTS ISLAND, N. C., \*CHURCH ISLAND, N. C., POPLAR BRANCH,  
N. C., NARROW SHORE PIER AND MUNDEN POINT, VA.

## CLASS RATES.

	In Cents Per 100 Pounds												In Cents—	
													Per Bbl.	Per 100 Lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K
Munden Point.....Va.	30	25	20	15	12	10	10	10	8	8	12	12	16	8
Elizabeth City.....N. C.	45	40	35	30	25	20	20	20	15	15	25	15	25	7½

## COMMODITY RATES.

	Munden Point, Va.	Elizabeth City, N. C.
Fertilizer, carload, per ton 2,000 pounds.....	\$ 1.25	\$ 1.50
Molasses, per barrel.....	.50	.60
Oil, coal, and its products, per barrel.....	.40	.50
Pork, salted, per barrel.....	.30	.40
Salt, per ton 2,000 pounds, carload minimum 20,000 pounds.....	1.25	1.50
Sugar, per barrel.....	.30	.40
Vinegar, per barrel.....	.40	.50

\*No agent. Freight must be prepaid.

†Rates do not apply between Currituck Courthouse, N. C., and Munden Point, Va.

Minimum charge, 25 cents.

The above rates will apply between intermediate landings on Currituck Sound as follows: Church Island, Currituck Courthouse, Knott's Island, Coinjock, and Poplar Branch, N. C.

## CAROLINA TRANSPORTATION COMPANY.

## FREIGHT TARIFF.

Between Wilmington and Long View, Long Creek, and Town Creek.

Articles	Rate
Cotton, per bale.....	\$ 0.50
Fertilizer, per ton.....	1.00
Merchandise, per package, according to size.....	.05 and .10
Turpentine and Rosin, per barrel.....	.10
Turpentine, spirits, per barrel.....	.15

## DANIELS ROANOKE RIVER LINE.

Rates of Freight between Edenton, N. C., and Daniels' Roanoke River Landings (except Plymouth, N. C.), also locally between all Daniels' Roanoke River Landings (except Plymouth, N. C.)

## CLASS RATES, IN CENTS PER 100 POUNDS.

1	2	3	4	5	6	A	B	C	D	E	H	F	K
50	44	38	32	25	19	19	19	15	15	19	19	32*	13

## COMMODITIES.

Articles	Rate
Brick, loose, per 1,000.....	\$ 4.50
Brick, packed in boxes or barrels, per 1,000.....	3.50
Buggies, with tops, each.....	1.90
Buggies, without tops, each.....	1.30
Canoes, each.....	1.30
Cotton, per bale.....	1.75
†Cotton Seed, Cotton-seed Meal, and Cotton-seed Hulls, C. L., minimum 20,000 pounds, per 2,000 pounds.....	2.00
†Fertilizer, C. L., minimum 20,000 pounds, per 2,000 pounds.....	2.00
Fish, fresh, per box.....	.65
Fish, fresh, per half-box.....	.40
Herrings, North Carolina, per barrel.....	.30
Herrings, North Carolina, per half-barrel.....	.20
Herrings, North Carolina, per quarter-barrel.....	.20
Horses, released, each.....	5.00
Ice, per 2,000 pounds.....	2.00
Laths, per 1,000.....	1.00
Lumber, per 1,000 feet.....	3.10
Melons, each.....	.23
Molasses, owner's risk, per barrel.....	.75
Oil, coal, and its products, owner's risk, per barrel.....	.50
Salt, C. L., per 2,000 pounds.....	1.90
Shingles, per 1,000.....	1.00
Vegetables, and Fruits, N. O. S., per barrel.....	.25
Vegetables, per half-barrel.....	.20
Vegetables, per bushel box.....	.15
Wagons, one-horse, each.....	1.90
Wagons, two-horse, each.....	2.50

Effective January 5, 1919.

\*In cents per barrel.

†Effective April 21, 1919.



## FAIRFIELD AND ELIZABETH CITY TRANSPORTATION COMPANY.

Local Rates Between Elizabeth City, N. C., and \*Fairfield, Kilkenny, Gum Neck, and East Lake, N. C.

## CLASS RATES.

In Cents Per Hundred Pounds												In Cents Per Barrel	In Cents Per 100 Lbs.
1	2	3	4	5	6	A	B	C	D	E	H	F	K
50	40	35	30	25	20	20	20	15	12	15	25	30	10

## COMMODITY RATES.

Articles	Rate
Barrels, empty, truck or fish.....	\$ 0.06
Boxes, fish, K. D., each.....	.05
Barrels, oil, empty, each.....	.25
Brick, per 1,000.....	4.00
Buggies, open, S. U., each.....	2.50
Buggies, top, S. U., each.....	3.00
Buggies, K. D., each.....	2.00
Cabbage, per barrel.....	.25
Canned goods, per case.....	.20
Carts, farm, each.....	2.00
Coal, per ton.....	2.50
Disc cultivators, each.....	2.50
Eggs, per crate.....	.25
Fertilizers, C. L., or less, packed.....	†2.00
Fish, per ½ box.....	.50
Fish, per flour barrel.....	.75
Fish, per sugar barrel.....	1.00
Furniture, old and new per 100 pounds.....	.45
Grain, peas and beans, per bushel.....	.06
Hay, per ton.....	3.00
Ice, per bag.....	.40
Live stock, viz.:	
Cattle, grown, each.....	3.00
Calves, each.....	1.25
Hogs, per 100 pounds.....	.50
Horses, each.....	4.50
Sheep, each.....	.75
Yearlings, each.....	2.00
Lumber, per 1,000 feet, ½ inch and over.....	4.00
Under ½ inch.....	2.50
Molasses, per barrel.....	1.00
Oil, per barrel.....	.65
Pork, per barrel.....	.65
Potatoes, per barrel.....	.25
Soap, per box.....	.20
Soda, per crate.....	.30
Shingles, per 1,000.....	.75
Sugar, per barrel.....	.65
Soda crates, empty, returned, each.....	.20
Wagons, farm, each.....	4.00
Washing powders, per case.....	.25

\*Canal Tolls in Addition.

†Rates named herein on fertilizers, will also apply on agricultural lime, land plaster, groming limestone and marl, packed. Carloads or less than carloads.

Effective April 20, 1919.

## HARPER'S STEAMBOAT LINE.

Between Wilmington and Southport.

Articles	Rate
Brick, per 1,000.....	\$ 2.50
Cement, per barrel.....	.30
Dry Goods, Shoes, and Notions, per 100 pounds.....	.20
Fish, fresh, per 100 pounds.....	.20
Fish, salt, per 100 pounds.....	.15
Glass and Crockeryware, per 100 pounds.....	.25
Groceries, Hay, and Grain, per 100 pounds.....	.10
Household Goods, crated, per 100 pounds.....	.20
Laths, per 1,000.....	.50
Lime, per barrel.....	.20
Lumber, per 1,000 feet.....	2.00
Meats, fresh, per 100 pounds.....	.20
Money, \$100.00 and under.....	.25
Shingles, per 1,000.....	.75
No package under.....	.10

## MERCHANTS AND FARMERS STEAMBOAT COMPANY.

Freight Rates from Wharf, Wilmington and Fayetteville, to Cape Fear River Landings.

Articles	Rate
Apples, per barrel.....	\$ 0.35
Axes, per box.....	.15
Bacon, sacked, per 100 pounds.....	.20
Bacon, boxed, per 100 pounds.....	.15
Bedsteads.....	.40
Bedsprings.....	.30
Beans, per bag.....	.25
Bureaus, without glass.....	.50
Bureaus, with glass.....	.75
Brick, per 1,000.....	2.50
Buggies, open.....	1.25
Buggies, top.....	1.50
Butter, per tub.....	.25
Butter, per tub, small.....	.15
Candy, per pail.....	.20
Candy, per box.....	.15
Candy, per barrel.....	.40
Canned Goods, per case.....	.12
Cakes, per box.....	.15
Cattle, 700 pounds and over.....	1.50
Cattle, 500 pounds or less.....	1.00
Cheese, per box.....	.15
Chickens, small, per head.....	.01½
Chickens, grown, per head.....	.02
Cotton-seed Meal, per ton.....	1.65
Cotton-seed Meal, per sack.....	.10
Coffee, per sack.....	.25
Corn, per sack, 2 bushels.....	.10
Corn, per sack 2½ bushels.....	.12
Cocoanuts, per sack.....	.25
Chairs, each.....	.05



## MERCHANTS AND FARMERS STEAMBOAT COMPANY—Continued.

Articles	Rate
Chairs, rocking, each.....	\$ .10 to .15
Cotton Seed, per ton.....	1.65
Cotton, per bale.....	.75
Cotton Ties, per bundle.....	.05
Dry Goods, boxed, per 100 pounds.....	.50
Doors, each.....	.10
Doors, glass, each.....	.25
Drugs, per box.....	.25
Drugs, per box over 100 pounds, per 100 pounds.....	.25
Eggs, per crate.....	.25
Eggs, loose, in box, per dozen.....	.01
Fish, per barrel.....	.15
Flour, per barrel.....	.20
Flour, per barrel, in sacks, burlaped.....	.20
Flour, per barrel, in sacks.....	.25
Fertilizer, per ton.....	1.65
Geese, per head.....	.05
Garden Seed, per box.....	.15
Guano Distributors.....	.15
Hardware, in boxes, per 100 pounds.....	.20
Hardware, in boxes.....	.15
Hats, in boxes, per 100 pounds.....	.70
Hay, per bale, 100 pounds.....	.10
Hay, per ton.....	1.65
Harrows.....	.25
Horses, per head.....	2.50
Hoes, Rakes, etc., per dozen.....	.25
Hoop Iron, per bundle.....	.10
Horse Collars, per bundle.....	.15
Jute Bagging, per roll.....	.10
Lime, per barrel.....	.20
Lumber, per 1,000 feet.....	2.50
Loaded Shells, per box.....	.25
Lemons, per box.....	.15
Meal, per sack.....	.10
Molasses, pre barrel.....	.75
Mattresses, each.....	.25
Matting, per roll.....	.25
M. T. Spirits, casks.....	.10
M. T. Tar, casks.....	.10
M. T. Pine Tar, barrels.....	.07
Mules, per head.....	2.50
Nails, per keg.....	.10
Notions, in boxes, per 100 pounds.....	.70
Nuts, per box.....	.15
Nuts, per sack.....	.25
Oats, per sack.....	.15
Oil, per barrel.....	.60
Plows, each.....	.10
Pork Hogs, each.....	.15
Pork, per barrel.....	.40
Pumps, complete, pipe and point.....	.25
Potatoes, per sack.....	.10
Peas, per sack.....	.10
Paint, cans.....	.10
Paint, kegs.....	.15
Paper Bags, per bundle.....	.10
Rosin, per barrel.....	.20

## MERCHANTS AND FARMERS STEAMBOAT COMPANY—Continued.

Articles	Rate
Rosin, large barrel.....	\$ 0.25
Rice, per sack.....	.15
Rope, per coil.....	.10
Soda, per keg.....	.15
Soda, per box.....	.10
Salt, per bag, 100 pounds.....	.10
Salt, per ton.....	1.85
Salt, per 200-pound sack.....	.20
Sewing Machines, each.....	.50
Sheep, per head.....	.20
Spirits Turpentine, per cask.....	.50
Smoking Tobacco, per package.....	.10
Snuff, half gross boxes, crated.....	.05
Snuff, single box.....	.10
Stoves, cooking.....	.50
Stoves, heating.....	.25
Sugar, in barrels, per barrel.....	.40
Sugar, in sacks.....	.15
Shingles, delivered to boat guards:	
5 in., per 1,000.....	62½
4 in., per 1,000.....	.50
6 in., per 1,000.....	.75
Sash, large, per 100 pounds.....	.35
Sash, small, per package.....	.25
Tar, in casks.....	.35
Tar, in pine barrels.....	.20
Tobacco, in boxes, per box.....	.10
Tobacco, in caddies, per caddy.....	.10
Tobacco, in caddies, crated, per caddy.....	.05
Turkeys, per head.....	.05
Turpentine, crude, per barrel.....	.20
Tombstones, small.....	.50
Tombstones, large, per 100 pounds.....	.50
Turnips, per bag.....	.15
Vinegar, per barrel.....	.40
Vinegar, per half-barrel.....	.25
Wheat Bran, per sack.....	.10
Wire, barbed, per bundle.....	.15
Wire, fence, per roll.....	.15
Wagons, one-horse, knocked down.....	1.25
Wagons, two-horse, knocked down.....	1.50

Sugar, from Wilmington to Fayetteville, in barrels, per 100 pounds, 10 cents.

Sugar, from Wilmington to Fayetteville, in sacks, per 100 pounds, 10 cents.

Molasses, from Wilmington to Fayetteville, per barrel, 60 cents.

No package or box less than 5 cents. Minimum charge on any shipment, 15 cents

Effective January 1, 1910.



## NEW HOLLAND BOAT LINE.

Local Rates Between Belhaven, N. C., and New Holland (Hyde County), N. C.

## CLASS RATES.

In Cents Per 100 Pounds												In Cents Per Barrel
1	2	3	4	5	6	A	B	C	D	E	H	F
40	30	25	20	15	10	10	10	10	10	12	20	20

## COMMODITY RATES.

In Cents Per 100 Pounds, Unless Otherwise Specified.

Articles	Rate
Beef, fresh, per 100 pounds.....	\$ .40
Brick, per 1,000.....	2.50
Buggies, open, S. U., each.....	2.00
Buggies, top, S. U., each.....	2.50
Buggies, K. D., each.....	1.50
Cabbage, per barrel.....	.20
Canned Goods, per case.....	.15
Carts, farm, each.....	1.25
Eggs, per crate.....	.20
Grain per bushel.....	.04
Groceries, per barrel (northbound).....	.45
Guano, C. L., per ton.....	1.25
Guano, L. C. L. per ton.....	1.50
Hay, per ton.....	2.50
Hides, dry, per 100 pounds.....	.35
Hides, green, per 100 pounds.....	.20
Live Stock, viz:	
Cattle, per 100 pounds.....	.35
Calves, each.....	.80
Goats, each.....	.35
Hogs, per 100 pounds.....	.35
Horses, each.....	3.00
Sheep, each.....	.35
Yearlings, each.....	1.25
Lumber, per 1,000 feet.....	2.00
Meal and Hominy, per bag.....	.10
Pork, fresh, per 100 pounds.....	.40
Potatoes, per barrel.....	.20
Poultry, live, per 100 pounds.....	.50
Soap, per box.....	.15
Soja Beans and Peas, per bushel.....	.04
Washing Powders, per case.....	.20

NOTE.—Canal tolls are in addition to rates shown.  
Effective June 15, 1916.

## NEW HOLLAND BOAT LINE, INC.—Continued.

## RATES OF TOLLS ON COMMODITIES (NAMED HEREIN)

When Transported Through the Outfall Canal of the Mattamuskeet Drainage District, Hyde County,  
N. C. (Applicable on traffic from and to New Holland (Hyde County) N. C.)

Rates in Cents Per 100 Pounds, Unless Otherwise Specified.

(Reductions).

A	C
Agricultural Implements, N. O. S. . . . . \$ .20 Alcohol, per barrel . . . . . .20 Ale, per barrel . . . . . .20 Ale, per crate . . . . . .05 Alum, per barrel . . . . . .20 Anvils . . . . . .04 Apples, per barrel . . . . . .10 Articles, N. O. S. . . . . .33 Axes . . . . . .16 Axles, iron . . . . . .06	Cabbage, per barrel . . . . . \$ .06 Calves, each . . . . . .25 Candy . . . . . .30 Candles, per box . . . . . .05 Canned Fruit, per case . . . . . .05 Canned Meats, per case . . . . . .05 Cans, empty . . . . . .10 Caps and Hats . . . . . .25 Carpeting, per roll . . . . . .20 Carriages, each . . . . . 1.00 Cartridges, per case . . . . . .10 Carts, each . . . . . .25 Castings . . . . . .10 Cattle, each . . . . . .50 Cement, per barrel . . . . . .10 Chairs, per set of six . . . . . .15 Chairs, rocking, each . . . . . .03 Cheese, each . . . . . .10 Cider, per barrel . . . . . .20 Cigars . . . . . .60 Clocks . . . . . .20 Clothes Pins, per box . . . . . .05 Coal, per ton 2,000 pounds . . . . . .40 Coconuts, per bag . . . . . .10 Coffee per bag . . . . . .16 Coffins, each . . . . . .25 Collars (horse), each . . . . . .02 Copperas, per barrel . . . . . .20 Cotton Batts . . . . . .15 Corn, per bushel . . . . . .01½ Corn Fans, each . . . . . .25 Corn Planters, each . . . . . .25 Cotton, per bale . . . . . .40 Cotton, in seed . . . . . .03 Cotton Goods . . . . . .20 Cotton Seed, per bushel . . . . . .01 Crackers, per box . . . . . .05 Cakes, per box . . . . . .05 Crockery, per hogshead . . . . . .80 Crockery, per barrel . . . . . .20 Croquet Sets, each . . . . . .05 Cultivators, disc, each . . . . . .30
B	D
Bacon . . . . . .10 Bags . . . . . .20 Beans, per bushel . . . . . .01½ Baking Powders, per box . . . . . .05 Baking Powders . . . . . .16 Bananas, per crate . . . . . .10 Bath Tubs, each . . . . . .20 Baskets . . . . . .20 Beef, per barrel . . . . . .20 Beef, fresh . . . . . .10 Beer, per barrel . . . . . .20 Beer, per crate . . . . . .05 Beeswax . . . . . .20 Bellows each . . . . . .20 Bells, metal . . . . . .10 Belting . . . . . .16 Berries, per barrel . . . . . .20 Bicycles, each . . . . . .20 Bitters, per case . . . . . .10 Blacking, per case . . . . . .02 Blankets . . . . . .12 Blinds, per pair . . . . . .10 Bluing, per box . . . . . .02 Boilers (bath or stove), each . . . . . .02 Boilers, engine . . . . . .06 Bookcases, each . . . . . .40 Boots and Shoes . . . . . .20 Brackets, telephone . . . . . .20 Brand . . . . . .04 Brandy, per barrel . . . . . .20 Bread, per crate . . . . . .05 Brick, per 1,000 brick . . . . . .40 Brooms, per dozen . . . . . .10 Buckets, wood, per dozen . . . . . .10 Buckets, iron, per dozen . . . . . .10 Buckwheat, per barrel . . . . . .12 Buckwheat . . . . . .06 Butter . . . . . .30 Buggies, each . . . . . .50	E
	Dates, per box . . . . . .06 Doors (wood), each . . . . . .10 Drugs . . . . . .20 Dry Goods . . . . . .20 Earthenware, per hogshead . . . . . .80 Earthenware, per barrel . . . . . .20



## NEW HOLLAND BOAT LINE, INC.—Continued.

Eggs, per crate.....	\$ .17
Earthen Drain Pipe.....	.10
Engines.....	.06
Essence (coffee), per case.....	.05

## F

Fertilizers. (No charge).	
Fencing Wire.....	.05
Fish, salt, per barrel.....	.12
Forges, each.....	.20
Fountains, soda, each.....	.40
Freezers, each.....	.05
Furs.....	.40
Furniture, N. O. S.....	.20

## G

Gasoline, per barrel.....	.20
Geese, each.....	.01
Gins, cotton, each.....	.50
Glassware, per barrel.....	.20
Gravestones.....	.08
Grindstones.....	.05
Groceries, N. O. S.....	.12
Gun Powder, per keg.....	.19

## H

Hair, for plaster.....	.02
Hames, per pair.....	.01
Hammocks, each.....	.03
Handles, per crate.....	.05
Hardware, N. O. S.....	.10
Harness, carriage, per set.....	.20
Harrows, each.....	.15
Hay, per ton 2,000 pounds.....	.40
Hogs, live.....	.05
Hides, dry.....	.20
Hides, green.....	.10
Hoes, per dozen.....	.10
Hollow-ware, N. O. S.....	.10
Hominy, per box.....	.05
Honey.....	.12
Horses, each.....	.50
Household Goods, N. O. S.....	.12
Hubs, per pair.....	.02

## I

Ice, per ton of 2,000 pounds.....	.50
Incubators, each.....	.30
Ink, per box.....	.02
Iron, old.....	.02

## J

Jackscrows.....	.10
Jars, fruit, per case.....	.05

## K

Kegs, empty, each.....	.05
Kettles, iron.....	.10

## L

Ladders, step, each.....	\$ .05
Lampblack, per box.....	.05
Lard.....	.12
Laths, per 1,000 laths.....	.12
Lead, black.....	.06
Lead, white.....	.08
Leather.....	.25
Lemons, per box.....	.05
Lime, agricultural. (No charge).	
Lime, building, per barrel.....	.10
Lime, building, in packages other than barrels.....	.02½
Lumber, per 1,000 feet.....	1.00
Lye, per box.....	.06

## M

Machinery, N. O. S.....	.06
Machines, sewing, each.....	.40
Machines, mowing, each.....	.40
Machines, washing, each.....	.25
Mantles, each.....	.10
Marble.....	.10
Matches, per case.....	.10
Matting, oil, per roll.....	.10
Matting, straw, per roll.....	.10
Mattresses.....	.10
Meal, per bushel.....	.01½
Meat, salted.....	.10
Meat, fresh.....	.10
Melons, each.....	.0½
Milk, per case.....	.10
Millinery Goods.....	.40
Mineral Water, per case.....	.20
Molasses, per barrel.....	.40
Moss, per barrel.....	.20

## N

Nails, per keg.....	.08
Nursery Stock.....	.20
Notions.....	.20
Nuts, per barrel.....	.20

## O

Oats, per bushel.....	.01
Oilcloth, per roll.....	.10
Oil, per barrel.....	.20
Oil, in cans, per gallon.....	.0½
Oranges, per box.....	.10
Organs, each.....	1.00

## P

Packages, each.....	.02
Paintings, each.....	.40
Paints.....	.10
Paper.....	.12
Peaches, per bushel.....	.04
Peanuts, per bag.....	.04
Pears, per bushel.....	.10
Photographic Goods.....	.20
Pianos, each.....	2.00

## NEW HOLLAND BOAT LINE, INC.—Continued.

Pipe, iron.....	\$ .06
Pipe, stove.....	.20
Pipe, tin.....	.30
Pitch Forks, per dozen.....	.10
Plows, each.....	.12
Pork, per barrel.....	.20
Plow Points.....	.10
Posts, each.....	.01
Potatoes, per bushel.....	.10
Poultry, dressed.....	.01
Powder, baking, per box.....	.05
Presses.....	.06
Prunes, per box.....	.06
Pumps, iron, each.....	.10
Pumps, elevator, each.....	.15
Pumps, force, each.....	.20

## R

Rags.....	.12
Raisins, per box.....	.06
Rakes, per dozen.....	.10
Ranges.....	.20
Refrigerators.....	.30
Rice, cleaned.....	.10
Rice, rough, per bushel.....	.01
Rope, wire.....	.06
Rope.....	.12
Rye, per bushel.....	.01½
Reapers, each.....	.50
Reapers and Binders, each.....	1.00

## S

Saddles, riding, each.....	.20
Saddles, cart, each.....	.05
Safes, iron.....	.03
Salt, per bag.....	.06
Sardines, per case.....	.05
Sash, per pair.....	.08
Scales.....	.08
Scythes, each.....	.06
Seed, garden.....	.20
Shafting.....	.06
Sheeting, metal.....	.06
Shellers, corn, hand, each.....	.20
Shellers, steam and horse, each.....	1.00
Sheep, each.....	.08
Shingles, per 1,000 shingles.....	.30
Shot.....	.08
Shovels, per dozen.....	.10

Showcases.....	\$ .50
Shuckers, per ton 2,000 pounds.....	.40
Soda, per box.....	.05
Soda, per keg.....	.12
Spades, per dozen.....	.10
Sieves, per dozen.....	.08
Snuff.....	.25
Soap, per box.....	.05
Starch, per box.....	.05
Stationery.....	.10
Stoves.....	.20
Sugar, per barrel.....	.20
Syrup, per barrel.....	.20

## T

Turkeys, each.....	.04
Tacks, per case.....	.05
Tallow.....	.10
Tar, per barrel.....	.10
Tinware.....	.20
Tobacco (including Cigarettes).....	.60
Toys.....	.20
Trunks, each.....	.10
Tubs, each.....	.10
Turpentine, in cans, per gallon.....	.0½
Twine.....	.10

## V

Varnish, in cans, per gallon.....	.0½
Vinegar, per barrel.....	.20

## W

Wagons (one-horse), each.....	.25
Wagons (two-horse), each.....	.50
Wheat, per bushel.....	.01½
Wheelbarrows, each.....	.10
Wheels, per set.....	.20
Whips.....	.30
Wines, per barrel.....	.20
Wire Goods.....	.20
Wire, telegraph.....	.05
Wood, per cord.....	.15
Woodenware, N. O. S.....	.12
Wool.....	.10

## Y

Yarn.....	.16
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## NORTH RIVER LINE.

TABLE OF CLASS RATES.

Between Elizabeth City, N. C., and—	In Cents Per 100 Pounds													In Cents Per Barrel
	1	2	3	4	5	6	A	B	C	D	E	H	K	F
NEWBEGUN CREEK LANDINGS.														
*Brothers Wharf.....N. C.)														
*C. Sawyers Wharf.....N. C.)														
*County Wharf.....N. C.)														
*Farmers Wharf.....N. C.)														
*Jennings Wharf.....N. C.)														
*Meads Pier.....N. C.)	25	20	15	12	10	8	8	8	8	6	10	12	5	15
*Murdens Landing.....N. C.)														
*Newbegun Creek.....N. C.)														
*Scotts Wharf.....N. C.)														
*Toxeyes Landing.....N. C.)														
*Weeksville.....N. C.)														
*Old Trap.....N. C.)	30	25	18	15	12	10	10	10	10	10	12	15	8	15
†Shiloh.....N. C.)	35	30	25	20	15	12	12	12	10	10	12	20	10	15
NORTH RIVER AND ALBEMARLE SOUND LANDINGS.														
*Barnetts Creek.....N. C.)														
*Brinson Landing.....N. C.)														
*Coinjock.....N. C.)														
*Gallops Landing.....N. C.)														
*Halls Harbor.....N. C.)														
*Hog Quarter.....N. C.)														
*†Jarvisburg.....N. C.)														
*Kitty Hawk.....N. C.)	35	30	25	20	15	12	12	12	10	10	12	20	10	15
*Mauds.....N. C.)														
*Newberns Landing.....N. C.)														
*Owens Pier.....N. C.)														
*Paul Gammills Hill.....N. C.)														
*Point Harbor.....N. C.)														
*Powells Point.....N. C.)														
*Riddle.....N. C.)														
*Weavers Mill.....N. C.)														

\*Wharfage charges in addition.

†No wharfage charges at Jarvisburg, N. C., on southbound shipments. Wharfage charges are applicable only on northbound shipments.

‡Rates include wharfage charges. Minimum charge, 15 cents.

The above rates do not include wharfage charges, except where specifically shown.

## NORTH RIVER LINE—Continued.

## COMMODITY RATES.

In Cents Per 100 Pounds, Unless Otherwise Specified.

Commodities	Newbegun Creek Landings (Named in Table of Class Rates)	Old Trap, N. C.	*Shiloh, N. C. North River and Albemarle Sound Landings (Named in Table of Class Rates)
Barrels, empty oil, each.....	10	10	10
Barrels, empty truck, each.....	2	2	2
Brick, per 1,000 brick.....	250	300	300
Buggies, top, each.....	150	150	150
Buggies, open, each.....	150	125	125
Carts, each.....	75	100	100
Cart Wheels, with Axles, per pair.....			50
Cattle, full grown.....		140	150
Cattle, yearlings.....		85	100
Cattle, calves.....		50	60
Coal per ton 2,000 pounds.....	100	140	150
Cotton, per bale.....	45		45
Cotton Seed, per ton 2,000 pounds.....	75	75	100
Cotton, in seed.....			10
Cotton-seed Meal and Hulls, per ton 2,000 pounds.....	100		
Eggs, per crate.....			15
Fertilizers, per ton 2,000 pounds.....	75	100	100
Fish, fresh, per flour barrel.....		50	55
Fish, fresh, per sugar barrel.....		50	65
Fish, fresh, in boxes or half-boxes (see Note 1, below).....		40	48
Flour, per barrel or bag.....	10	10	10
Fruits and Vegetables, per barrel.....	10	15	15
Furniture, new or old.....	30	25	35
Grain, per bushel.....	2		
Hay, per ton 2,000 pounds.....	100	200	200
Horses and Mules, each.....		200	200
Ice, packed, per ton 2,000 pounds.....	100		150
Ice, loose, per ton, 2,000 pounds.....		100	100



## NORTH RIVER LINE—Continued.

## COMMODITY RATES—CONTINUED.

In Cents Per 100 Pounds, Unless Otherwise Specified.

Commodities	Newbegun Creek Landings (Named in Table of Class Rates)	Old Trap, N. C.	*Shiloh, N. C. North River and Albemarle Sound Landings (Named in Table of Class Rates)
Laths, per 1,000.....	40	50	50
Lime, per barrel.....	10	15	15
Lumber, per 1,000 feet.....	100	200	200
Molasses, per barrel.....	40	50	60
Oil, per barrel.....	30	40	40
Oranges and Lemons, per box.....	10		15
Pork, salted, per barrel.....	25	30	35
Pork and Beef, fresh.....	20	25	25
Rafting Gear.....	10	10	10
Salt, per bag.....	5	10	10
Shingles, per 1,000.....	40	50	50
Soda, bottled, per crate.....	10	20	20
Soda, bottled, per barrel.....	20	25	
Soda Crates, empty, each.....	10	10	10
Sugar, per bag.....	25		15
Sugar, per barrel.....		30	35
Tar, per barrel.....	40		50
Vinegar, per barrel.....	30		
Wagons, farm, knocked down, single, each.....	100		100
Wagons, farm, knocked down, double, each.....			150
Wire, fence.....			10

\*Rates include wharfage charges. Minimum charge, 15 cents.

The above rates do not include wharfage charges, except where specifically shown in connection with landings as named in Table of Class Rates.

NOTE.—Must be charged for on basis of gross weight, except that fresh or frozen fish shipped with ice, which is necessary for its preservation, must be charged for on basis of the net weight of the fish, plus twenty-five per cent (25%), unless actual gross weight is less at time of shipment.

Effective May 3, 1915.

## PERQUIMANS RIVER LINE.

Local Freight Tariff on Classes and Commodities Between Hertford, N. C., and Landings on Perquimans River, Little River and Yeopim River.

## CLASS RATES.

In Cents Per 100 Pounds													Per Bbl.
1	2	3	4	5	6	A	B	C	F	E	H	K	F
25	20	15	12	10	8	8	8	8	6	10	12	5	15

## COMMODITY RATES.

Articles	Rate in Cents
Barrels, empty truck, each.....	2
Brick, per 1,000.....	200
Buggies, top, or open, each.....	100
Carts, each.....	75
Cart Wheels, with Axles, per pair.....	50
Coal, per ton 2,000 pounds (anthracite).....	90
Cotton, per bale.....	50
Fish, fresh, per box, or flour barrel.....	50
Fish, fresh, per sugar barrel.....	60
Fish, fresh, per half box.....	50
Flour, per bag, or barrel.....	12
Fruits and Vegetables, per barrel.....	12½
Hay, per ton, 2,000 pounds.....	150
Ice, packed, per bag 300 pounds.....	15
Ice, packed, per ton 2,000 pounds.....	100
Ice, loose, per ton 2,000 pounds.....	100
Lumber, dressed, per 1,000 feet.....	100
Lumber, rough, green, per 1,000 feet.....	150
Lumber, rough, dry, per 1,000 feet.....	125
Oil and Gasoline, per barrel.....	25
Salt, per ton.....	100
Shingles, per 1,000.....	40
Tar, per barrel.....	40
Wagons, farm, K. D., single, each.....	100
Wagons, farm, K. D., double, each.....	100
Wire, fence, per 100 pounds.....	10

Minimum charge on any single shipment, 15 cents.

Wharfage not included in the above rates.

Effective February 1, 1916.



## PERQUIMANS RIVER LINE—Continued.

## WHARFAGE.

At Perquimans River Landings on Traffic Originating at These Points.

Articles	Cents
Articles not specified, per 100 pounds.....	1
Bacon, in boxes, per 100 pounds.....	1
Bacon, in barrels, per barrel.....	1
Barrels, empty, sugar and flour, per barrel.....	$\frac{1}{4}$
Barrels, empty, oil and liquor, per barrel.....	1
Crates, empty beer and soda water, per crate.....	1
Calves, each.....	5
Cattle, each.....	10
Cotton, per bale.....	5
Cotton Seed, per ton 2,000 pounds.....	10
Eggs, per crate.....	1
Fish, fresh, per barrel.....	3
Fish, fresh, per box.....	4
Fish, fresh, per half-box.....	2
Fish, salt, per barrel.....	2
Furniture and Household Goods, per 100 pounds.....	3
Grapes, per sugar or flour barrel.....	2
Grapes, per one-half barrel basket or box.....	1
Grapes, per bushel basket or box.....	1
Lumber, per 100 feet.....	15
Sheep and Lambs, each.....	2
Shingles, per 100 shingles.....	5
Peanuts, per bag.....	1
Peas, field, per bag.....	1
Truck, per barrel or crate.....	2
Truck, per half-barrel, box, crate or basket.....	1
Truck, per bushel box or basket.....	1

## SALMON CREEK LINE.

Local Rates on Classes and Commodities Between Edenton, N. C., and Salmon Creek Landings.

## CLASS RATES.

In Cents Per 100 Pounds, Unless Otherwise Specified.

1	2	3	4	5	6	A	B	C	D	E	F	H	K
37½	31½	25	22½	19	15	15	15	12½	10	19	*20	19	10

\*In cents per standard barrel.

## COMMODITY RATES.

In Dollars and Fractions Thereof.

	Rate		Rate
Brick, per 1,000 brick.....	\$3.50	Lumber, per 1,000 feet.....	\$ 2.50
Buggies, with tops, each.....	1.90	Melons, each.....	.02½
Buggies, without tops, each.....	1.30	Molasses, owner's risk, per barrel.....	.50
Canoes, each.....	.60	Oil, coal, owner's risk, per barrel.....	.45
Cotton, per bale.....	1.25	Oysters, per barrel.....	.30
Cotton-seed Meal, carload minimum		Rosin, per barrel.....	.25
20,000 pounds, per net ton.....	1.90	Salt, carload, per net ton.....	1.30
Fertilizer, carload minimum 20,000 pounds,		Shingles, per 1,000.....	.60
per net ton.....	1.90	Sugar, per barrel.....	.30
Fish, fresh, per box.....	.60	Tar, per barrel.....	.25
Fish, fresh, per half-box.....	.40	Vegetables and Fruits, not otherwise	
Herrings, North Carolina, per barrel.....	.20	specified, per barrel.....	.20
Herrings, North Carolina, per half-barrel.....	.15	Vegetables, per half-barrel.....	.15
Herrings, North Carolina, per quarter-		Vegetables, per bushel box.....	.10
barrel.....	.10	Wagons, one-horse, each.....	1.25
Horses, released, each.....	2.50	Wagons, two-horse, each.....	1.90
Ice, per net ton.....	1.30		
Laths, per 1,000.....	.60		

## APPLICATION OF COMMODITY RATES.

Whenever a carload (or less-than-carload) commodity rate is established it removes the application of the class rate to or from the same points on that commodity in carload quantities (or less-than-carload) quantities, as the case may be.

## APPLICATION OF RATES ON EXPLOSIVES.

The rates published in this tariff, when applied in connection with explosives, will be subject to rules and regulations issued by the Interstate Commerce Commission.

Effective December 16, 1918.



## TAR RIVER LINE.

## CLASS AND COMMODITY RATES.

Between Tarboro and Washington, N. C., and Intermediate Landings.  
(Applying in both directions.)

## CLASS RATES.

Class	Washington and—		Tarboro and—	
	Greenville and Landings Between	Landings Above Greenville	Greenville and Landings Between	Landings Below Greenville
1.....	20	24	20	24
2.....	18	22	18	22
3.....	16	20	16	20
4.....	14	18	14	18
5.....	12	15	12	15
6.....	10	12	10	12
A.....	8	10	8	10
B.....	10	12	10	12
C.....	10	12	10	12
D.....	8	10	8	10
E.....	12	15	12	15
H.....	12	15	12	15

Minimum charge on any single shipment, 25 cents.

## CLASS AND COMMODITY RATES.

Between Tarboro and Washington, N. C., and Intermediate Landings.  
(Applying in both directions.)

## COMMODITY RATES.

Commodities	Washington and—		Tarboro and—	
	Greenville and Landings Between	Landings Above Greenville	Greenville and Landings Between	Landings Below Greenville
Apples, per barrel.....	\$ .25	\$ .25	\$ .25	\$ .25
Bricks, per 1,000.....	2.00	2.50	2.00	2.50
Barrels, flour and truck, each.....	.05	.05	.05	.05
Barrels, syrup, vinegar, oil, each.....	.10	.10	.10	.10
Boats, Canoes, common, each.....	.50	.50	.50	.50
Eran, per ton.....	1.20	1.50	1.20	1.50
Cement, per ton.....	1.20	1.50	1.20	1.50
Cola, Soda, Ale, per crate.....	.25	.25	.25	.25
Cola, Soda, Ale, per barrel.....	.50	.50	.50	.50
*Cotton, per bale.....	.60	.75	.60	.75
Cotton Bagging, per roll.....	.10	.10	.10	.10
Cotton Ties, per bundle.....	.05	.05	.05	.05
*Cotton Seed, per ton.....	1.50	2.00	1.50	2.00
*Cotton-seed Meal, per ton.....	1.50	2.00	1.50	2.00
*Cotton-seed Hulls, per ton.....	1.50	2.00	1.50	2.00

## TAR RIVER LINE—Continued.

## COMMODITY RATES—CONTINUED.

Commodities	Washington and		Tarboro and—	
	Greenville and Landings Between	Landings Above Greenville	Greenville and Landings Between	Landings Below Greenville
*Coal, per ton.....	1.20	1.60	1.20	1.60
Corn, per bushel.....	.05	.05	.05	.05
Crates, cola, soda, eggs, each.....	.10	.10	.10	.10
Chickens, per coop.....	.25	.25	.25	.25
Eggs, per crate.....	.25	.25	.25	.25
Fish, salt, per barrel.....	.25	.25	.25	.25
Fish, iced, per box.....	.50	.50	.50	.50
Fish, iced, per half-box.....	.25	.25	.25	.25
*Fertilizers, per ton.....	1.50	2.00	1.50	2.00
Furniture, fine, per 100 pounds.....	.40	.40	.40	.40
Flour, L. C. L., per barrel.....	.25	.25	.25	.25
Flour, C. L., per barrel.....	.15	.15	.15	.15
*Hay, compressed, per bale.....	.10	.10	.10	.10
*Hay, compressed, L. C. L., per ton.....	1.60	2.00	1.60	2.00
Hay, compressed, C. L., 10% less.....				
Hominy, per bushel.....	.05	.05	.05	.05
Household Goods and Old Furniture, released, per 100 pounds.....	.25	.25	.25	.25
Ice, per 100 pounds.....	.15	.15	.15	.15
Kerosene, per barrel.....	.40	.50	.40	.50
Laths, per 1,000.....	.50	.50	.50	.50
Lumber, per 1,000.....	.50	.50	.50	.50
*Lime, agricultural, per ton.....	1.50	2.00	1.50	2.00
Lime, building, per barrel.....	.15	.25	.15	.25
Live Stock, Cattle, each.....	1.00	1.25	1.00	1.25
Live Stock, Hogs, Sheep, each.....	.50	.50	.50	.50
Meat, bacon, boxes, per 100 pounds.....	.10	.15	.10	.15
Meat, bacon, bulk.....	.20	.20	.20	.20
Meal, corn, per bushel.....	.05	.05	.05	.05
Machines, sewing, each.....	.50	.50	.50	.50
Molasses, per barrel.....	.40	.50	.40	.50
Nails, per keg.....	.10	.10	.10	.10
Oysters, per barrel.....	.25	.25	.25	.25
Oysters, per bushel.....	.10	.10	.10	.10
Oats, per bushel.....	.05	.05	.05	.05
Oil, per barrel.....	.40	.50	.40	.50
Potatoes, per barrel.....	.25	.25	.25	.25
Potatoes, per bushel.....	.10	.10	.10	.10
Peas, per bushel.....	.05	.05	.05	.05
*Peanuts, per bag.....	.15	.15	.15	.15
Rafting Gear, poles, per 100.....	.10	.10	.10	.10
Shingles, 4 and 5 inch, per 1,000.....	.40	.40	.40	.40
Shingles, 6 inch, per 1,000.....	.50	.50	.50	.50
*Salt, common, per ton.....	1.60	2.00	1.60	2.00
Stoves, hollow-ware, per 100 pounds.....	.25	.25	.25	.25
Sugar, per barrel.....	.40	.40	.40	.40
Vinegar, Cider, per barrel.....	.50	.50	.50	.50
Vehicles, Carts, S. U., each.....	.50	.50	.50	.50
Vehicles, Buggies, S. U., each.....	1.00	1.00	1.00	1.00
Vehicles, Wagons, S. U., each.....	1.00	1.00	1.00	1.00

Effective December 15, 1916.

\*Effective January 1, 1918.



## WANCHESE LINE.

Local Freight Tariff Between Elizabeth City, N. C., and Burnside, N. C., Manns Harbor, N. C.,  
Wanchese, N. C.

## CLASS RATES.

Between Elizabeth City, N. C., and—	In Cents Per 100 Pounds														In Cents Per Barrel
	1	2	3	4	5	6	A	B	C	D	E	H	K	F	
Burnside.....N. C. }	30	25	20	18	15	12	12	12	10	10	12	20	10	15	
Manns Harbor.....N. C. }															
Wanchese.....N. C. }															

## COMMODITY RATES.

Articles	Rate
Barrels, oil, empty, each.....	\$ 0.10
Barrels, truck, empty, each.....	.02
Brick, per 1,000.....	2.50
Buggies, top, each.....	1.50
Buggies, open, each.....	1.00
Carts, each.....	1.00
Coal, in bags, per ton 2,000 pounds.....	1.00
Canned Goods, per case.....	.08
Doors, each.....	.10
Door Frames, each.....	.15
Fish, fresh, (see rates on Fish).	
Fertilizer, in bags, per ton 2,000 pounds.....	1.00

## WANCHESE LINE—Continued.

## COMMODITY RATES—CONTINUED.

Articles	Rate
Flour, per barrel or bag.....	\$ 0.15
Fruits and Vegetables, per crate or barrel.....	.15
Grain and Meal, per 100 pounds.....	.08
Hay, per ton, 2,000 pounds.....	2.00
Ice, per ton 2,000 pounds.....	1.00
Ice, per bag of 200 pounds.....	.15
Laths, per 1,000.....	.50
Lumber, per 1,000 feet.....	2.00
Lime, per barrel.....	.15
Molasses, per barrel.....	.50
Oranges and Lemons, per box.....	.15
Oil, per barrel.....	.30
Pork, per barrel.....	.25
Pianos, each.....	2.50
Salt, per bag.....	.08
Sewing Machines, each.....	.25
Sugar, per bag.....	.15
Sugar, per barrel.....	.25
Soda Water, bottled, per crate.....	.15
Soda Water, bottled, per barrel.....	.25
Shingles, per 1,000.....	.50
Tar, per barrel.....	.50

Effective September 5, 1915.

Local Freight Tariff Between Elizabeth City, N. C., and Stumpy Point, N. C., Engelhard, N. C., Buxton, N. C., and Hatteras, N. C.

## CLASS RATES.

Between Elizabeth City, N. C., and—	In Cents Per 100 Pounds													In Cents Per Barrel
	1	2	3	4	5	6	A	B	C	D	E	H	K	F
Stumpy Point.....N. C. }	35	30	25	20	15	12	12	12	10	10	12	20	10	20
Buxton.....N. C. }														
Hatteras.....N. C. }														
Engelhard.....N. C. }														

## COMMODITY RATES.

Articles	Rate
Barrels, oil, empty, each.....	\$ 0.10
Barrels, truck, empty, each.....	.02
Brick, per 1,000.....	3.00
Coal, in bags, per ton 2,000 pounds.....	1.50
Doors, each.....	.10
Fertilizer, in bags, per ton 2,000 pounds.....	1.50
Fish, fresh (see rates on Fish).	
Flour, per barrel or bag.....	.20
Fruits and Vegetables, per crate or barrel.....	.25



## WANCHESE LINE—Continued.

## COMMODITY RATES—CONTINUED.

Articles	Rate
Hay, per ton 2,000 pounds.....	\$ 2.50
Ice, per ton 2,000 pounds.....	1.50
Ice, per bag of 200 pounds.....	.20
Laths, per 1,000.....	.60
Lumber, per 1,000 feet.....	2.50
Lime, per barrel.....	.20
Molasses, per barrel.....	.60
Oranges and Lemons, per box.....	.20
Oil, per barrel.....	.40
Pork, per barrel.....	.30
Pianos, each.....	3.00
Salt, per bag.....	.10
Sewing Machines, each.....	.35
Sugar, per bag.....	.20
Sugar, per barrel.....	.35
Soda Water, bottled, per crate.....	.20
Soda Water, bottled, per barrel.....	.30
Soda Crates, empty, returned, each.....	.10
Shingles, per 1,000.....	.60
Tar, per barrel.....	.60

## RATES ON FRESH FISH, PER PACKAGE.

Between Elizabeth City, N. C., and—	Per Box or Barrel* (See Note)	Per Half- Box† (See Note)	Per Quarter- Box‡ (See Note)
Buxton.....N. C.	105	60	36
Engelhard.....N. C.	105	60	36
Hatteras.....N. C.	105	60	36
Rodmans.....N. C.	96	54	33
Stumpy Point.....N. C.	90	51	30
Wanchese.....N. C.	50	30	18
Burnside.....N. C.			
Manns Harbor.....N. C.			

## WHARFAGE CHARGE ADDITIONAL

as follows:

NOTE.—Per box or barrel, 4 cents each. Per half- or quarter-box, 2 cents each.

When containers and ice are furnished by carrier the charge will be as follows:

Per box, \$1.00 each. Per half-box, 60 cents each. Per quarter-box, 40 cents each.

\*Barrel or box, weight 350 pounds.

†Half-box, weight 200 pounds.

‡Quarter-box, weight, 100 pounds.

When ice and packages for fresh fish are furnished by Wanchese Line, additional charge of \$1.00 per box; 60 cents per half box, and 80 cents per flour or sugar barrel.

Effective March 5, 1917.

# MILEAGE TABLE

FOR CONVENIENCE IN CALCULATING RATES.

## ATLANTIC COAST LINE RAILROAD

### WILMINGTON TO SANFORD.

Wilmington.....	0
Yadkin Junction.....	2.1
Richards.....	9.1
Montague.....	15.9
Currie.....	18.7
Atkinson.....	25
Ivanhoe.....	32.1
Kerr.....	36.5
Tomahawk.....	41
Garland.....	47.4
Parkersburg.....	52
Mintz.....	56.6
Roseboro.....	60.9
Hayne.....	65.9
Autryville.....	69
Stedman.....	72.2
Vander.....	76.6
Fayetteville.....	83.4
N. S. Junction.....	83.8
Shaw.....	88.7
Manchester.....	95.2
Overhills.....	97.7
Spout Springs.....	101.7
Olivia.....	109.0
Swann.....	110.5
Jonesboro.....	116.3
Sanford.....	118.5

### WILMINGTON TO NAVASSA.

Wilmington.....	0
Eighth Street.....	0.6
Smith's Creek Yard.....	1.2
Hilton.....	1.7
Yadkin Junction.....	2.1
Navassa.....	4.8

### WILMINGTON TO MARION, S.C.

Wilmington.....	0
Navassa.....	4.8
Leland.....	7.8
Malmo.....	10.9
Farmers.....	14
Newberlin.....	18.7
Freeman.....	22
Byrdville.....	24
Bolton.....	28.6
Wananish.....	35
Lake Waccamaw.....	35.9
Artesia.....	39
Hallsboro.....	40.3

Whiteville.....	46.3
Pine Log.....	49
Fruit Ridge.....	50
Peacocks.....	52
Chadbourn.....	53
Grist.....	55.2
Cerro Gordo.....	59.4
Fair Bluff.....	65.2
Marion.....	88.8

### CRONLY BRANCH.

Newberlin.....	0
Cronly.....	2

### CONTENTNEA TO WILMINGTON.

Contentnea.....	0
Black Creek.....	3.0
Fremont.....	9.7
Pikeville.....	12.9
North Junction.....	18.6
Goldsboro.....	20.6
South Junction.....	22.2
Dudley.....	29.6
Mount Olive.....	35.0
Calypso.....	38.7
Faison.....	41.6
Bowden.....	45.8
Warsaw.....	50.1
Magnolia.....	57.5
Rose Hill.....	62.7
Teachey.....	66.8
Wallace.....	69.1
Willard.....	72.2
Watha.....	75.5
Burgaw.....	82.5
Ashton.....	87.6
Rocky Point.....	90.7
Castle Hayne.....	96.2
Gordon.....	102.4
New Bern Junction.....	103.9
Eighth Street.....	104.3
Wilmington.....	104.9

### WARSAW TO CLINTON.

Warsaw.....	0
Pierce's Siding.....	2
Baltic.....	3
Hawkhurst.....	5
Turkey.....	4.9
Elliot.....	7
Moltonville.....	9

Milo.....	10
Clinton.....	13.4

### GOLDSBORO TO SMITHFIELD.

Goldsboro.....	0
Walter.....	4.6
Smiths.....	7
Whitley.....	9
Joyner.....	10.7
Holts.....	12
Peeden.....	17.3
Smithfield.....	22.8

### NEW BERN TO WILMINGTON.

New Bern.....	0
New Bern Yard.....	1.2
Debruhs.....	6.9
Pollocksville.....	13.5
Maysville.....	20.8
Deppe.....	25.9
Kellum.....	31.2
Jacksonville.....	37.0
Verona.....	42.9
Dixon.....	48.4
Folkstone.....	52.0
Holly Ridge.....	56.6
Woodside.....	64.4
Scott's Hill.....	73.8
Fernside.....	83.2
New Bern Junction.....	86
Wilmington.....	87

### SOUTH ROCKY MOUNT TO RICHMOND, VA.

South Rocky Mount.....	0
Rocky Mount.....	1
Battleboro.....	9.1
Whitakers.....	13.3
Enfield.....	19.4
Ruggles.....	26.8
Pender.....	29.3
Halifax.....	30.3
Weldon Yard.....	36.9
Weldon.....	37.9
Garysburg.....	40.3
Richmond, Va.....	120.6

### PENDER TO KINSTON.

Pender.....	0
Tillery.....	7.6
Spring Hill.....	11.6



## ATLANTIC COAST LINE RAILROAD—Continued.

Scotland Neck.....	17.9
Stamper.....	22.2
Hobgood.....	24.6
Oak City.....	31.5
Hassell.....	36.3
Parmele.....	42.8
Whitehurst.....	46.3
Statons.....	52.0
House.....	54.3
Greenville.....	57.7
Winterville.....	63.4
Ayden.....	67.2
Grifton.....	74.3
Graingers.....	79.9
Kinston.....	85.8

ROCKY MOUNT TO PINNERS  
POINT, VA.

Rocky Mount.....	0
South Rocky Mount.....	0.5
J. F. Tower.....	1.0
Medora.....	5.8
Kingsboro.....	8.5
Heartsease.....	9.5
Waldo.....	11.5
Tarboro.....	15.6
Speed.....	23.0
Hobgood.....	27.8
Palmyra.....	32.3
Norfleet.....	37.4
Kelford.....	42.3
Aulander.....	49.4
Earleys.....	54.5
Ahoskie.....	57.7
Halls.....	60.8
Cofield.....	63.8
South Tunis.....	64.9
Tunis.....	66.5
Eure.....	70.2
Roduco.....	73.2
Sarem.....	75.2
Gates.....	77.0
Drum Hill.....	80.6
Pinners Point.....	115.8

## TARBORO TO PLYMOUTH.

Tarboro.....	0
E. C. Junction.....	1.1
Mildred.....	5.1
Conetoe.....	8.2
James Siding.....	9.2
Bethel.....	13.4
Gardner.....	14.4
Parmele.....	16.8
Robersonville.....	20.2
Everett.....	24.9
Williamston.....	31.2
Sand Pit.....	34.2
Hardison.....	34.2

Jamesville.....	42.0
Darden.....	48.1
Plymouth.....	53.3

## PARMELE TO WASHINGTON.

Parmele.....	0
Stokes.....	7.7
Whichards.....	9
Pactolus.....	14.2
Wharton.....	19.9
W. and V. Junction.....	25.4
Washington.....	25.4

ROCKY MOUNT TO SPRING  
HOPE.

South Rocky Mount.....	0
Rocky Mount.....	1
Winstead.....	3
Kenneday.....	4
Westrey.....	7
Nashville.....	10
Emerys.....	11
Dunola.....	15
Momeyer.....	16.1
Spring Hope.....	20.2

SOUTH ROCKY MOUNT TO  
FLORENCE, S. C.

South Rocky Mount.....	0
Y. D. Tower.....	2.3
Sharpsburg.....	4.4
Elm City.....	8.9
Wilson.....	15.4
Contentnea.....	18.6
Lucama.....	23.6
Aycock.....	26.3
Boyette.....	29
Kenly.....	30.8
Bagley.....	34.0
Micro.....	36.0
Selma.....	40.6
Smithfield.....	44.4
Walker.....	48
Four Oaks.....	51.3
Benson.....	59.5
Mingo.....	61
Dunn.....	65.6
Olive.....	72
Godwin.....	73.1
Wade.....	77.9
Beard.....	82.6
Luray.....	84
Milan.....	87.6
Fayetteville.....	89.3
Natal.....	92.9
Hope Mills.....	96.0
McMillan.....	99

Parkton.....	102.5
Blanchard.....	105
Rex.....	106
Gilmore.....	107
Rennert.....	109.8
Cromartie.....	114
Buies.....	116.2
Pembroke.....	121.0
Elrod.....	126.3
Purvis.....	129
Rowland.....	132.4
Florence, S. C.....	172.3

PARKTON TO BENNETTS-  
VILLE, S. C.

Parkton.....	0
McNatts.....	1.7
Grahams.....	4.0
Lumber Bridge.....	4.4
Kefauvers.....	8
McLeods.....	8
Toyls.....	9
Shannon.....	9.0
Pearsall's.....	11
Red Springs.....	12.3
Wakulla.....	16.9
Alford's.....	20.7
Floral College.....	20.9
Maxton.....	23.9
Paterson's.....	26
Cameron's.....	27
Johns.....	30
Hasty.....	32
Bennettsville, S. C.....	45

WADESBORO TO FLORENCE,  
S. C.

Wadesboro.....	0
Fulton.....	5.5
Bennett.....	7
Morven.....	9.9
McFarlan.....	13.3
Florence, S. C.....	63

14.32 miles in North Carolina.

## ELROD TO CONWAY, S. C.

Elrod.....	0
Raynham.....	4
McDonald.....	6
Fairmont.....	11
Proctorville.....	15.6
Orrum.....	17.6
Boardman.....	21.4
Evergreen.....	24.4
Chadbourne.....	32.4
Clarendon.....	40.6
Mount Tabor.....	45.4
Conway S. C.....	71.4

# NORFOLK SOUTHERN RAILROAD

## GOLDSBORO TO BEAUFORT.

Goldsboro.....	0
Millers*.....	5
Spring Bank.....	7
Uzzell*.....	8
Bests.....	9.4
LaGrange.....	13.8
Fields*.....	17.3
Falling Creek.....	19.3
Utility Siding*.....	23.9
Hines Junction*.....	23.9
Kinston.....	25.9
Caswell.....	30.1
Riley's Junction*.....	31
Golumco.....	32
Waters*.....	33
Dover.....	35.1
Cove.....	42
Dean*.....	45
Davis Siding*.....	48
Tuscarora.....	48.2
Hammers*.....	50
Hymans*.....	50
Eubank*.....	51
Clarks*.....	51.5
Mills Junction.....	52
Neuse Crossing.....	56
West End New Bern Yard.....	57.7
New Bern.....	58.7
Thurman*.....	64
Meachams.....	65
Conners Siding*.....	67
Riverdale.....	67.4
Croatan.....	69.8
Havelock.....	76.1
Newport.....	83.8
Wildwood.....	87
Harveys*.....	88
Mansfield.....	89
Camp Glenn*.....	92
Morehead City.....	93.8
Pier No. 1.....	95
Beaufort.....	98

## MARSDEN TO NEW BERN.

Marsden.....	0
Frederick*.....	2
Hackney*.....	3
Knapps.....	6
Norton*.....	6.5
Wilmar*.....	8.5
Warren*.....	10.1
Church*.....	11
Forrest*.....	12
Wiggs*.....	13.1
Vanceboro.....	15.1
Collins*.....	16.5
Burma*.....	17.3
Ernul.....	20.8

Askin*.....	22.9
Bridgeton*.....	29.5
New Bern.....	31

## NEW BERN TO ORIENTAL.

New Bern.....	0
Bridgeton.....	0
Bunting*.....	2.8
Latham Crossing*.....	4
Olympia.....	3.8
Dixon*.....	5.3
Carolina*.....	7.1
Reelsboro.....	8.1
Blades Junction*.....	10
Grant.....	10.7
West Alliance*.....	12.3
East Alliance*.....	12.8
Bayboro.....	14.8
Stonewall.....	16.3
Gibton*.....	18.5
Callison*.....	19.6
Ashwood*.....	21.5
Nelms.....	22.4
Ransom*.....	24
Oriental.....	24.4

## MARSDEN TO RALEIGH.

Marsden.....	0
Alice*.....	4.0
Bryan*.....	4.3
Grimesland.....	6.0
Simpson*.....	11.1
Greenville.....	17.4
Arthur*.....	25.9
Farmville.....	30
Daisie*.....	33.6
Fieldsboro.....	36.2
Appie*.....	38.9
Stantonsburg.....	43.5
Evansdale.....	47.6
Wilson.....	53.5
Edam.....	62.0
Simms.....	62.7
Neverson.....	64.1
Baileys.....	66.1
Lewis*.....	69.6
Middlesex.....	71.4
Silas*.....	74.3
Zebulon.....	78.8
Rockton.....	82.4
Wendell.....	83.3
Eagle Rock.....	85.7
Granita*.....	90.5
Knightdale.....	90.6
Boushall*.....	96.6
Crab*.....	98
Forkton*.....	99.9
Duketon*.....	100.0
Edgeton*.....	100.2

Glenwood Yard.....	101.6
Jones St., Raleigh.....	102.6
Raleigh.....	103.1

## BERKLEY, VA. TO MARSDEN.

Berkeley.....	0
Fentress.....	11.6
Arringdale.....	23.6
Moyock.....	24.1
Morse.....	25.4
Flora.....	25.9
Wiley.....	29.1
Snowden.....	30.2
Addison.....	32.5
Shawboro.....	33.7
Ferebee.....	34.8
Gregory*.....	36
Mason.....	37
Scott.....	38.4
Belcross.....	39.2
Camden.....	40.7
Boys.....	41.5
Elizabeth City.....	45.1
Roller Mills.....	46.4
Suffolk Junction*.....	46.6
Harris.....	47.5
Pasquotank*.....	52
Okisko.....	53.2
Chapanoke.....	54.4
Skinner.....	56
Cannons.....	56.9
Tuttles.....	58.2
Winfall.....	59.8
Major and Loomis.....	60.4
Winslow.....	61.5
Hertford.....	62
Yeopim.....	66.2
Anderson*.....	66.9
Powell.....	68.9
Markham.....	70.1
Edenton.....	73.9
Waddill.....	77.3
Mackeys.....	82.8
Swain.....	86
Westover.....	87.3
Mays*.....	89.7
A. C. L. Junc., Plymouth.....	92.6
Plymouth.....	92.7
Lucas.....	95.3
Wilkes*.....	96.9
Reno*.....	97.3
Hinson.....	101
Hoke*.....	103.5
Mizelle*.....	106.8
Pinetown.....	112.8
Walla Watta*.....	114.9
Slatestone*.....	117.2
Alligoods.....	118.7
Bunyan*.....	121.3



## NORFOLK SOUTHERN RAILROAD—Continued.

Cleo*.....	124.1
Honey Pod*.....	125.2
Washington.....	125.7
W. & V. Connection.....	128.5
Marsden.....	129.5

## MACKEYS TO BELHAVEN.

Mackeys.....	0
Roper.....	4.4
Richards*.....	7.9
MacRae*.....	10.2
Maple*.....	13
16-Mile-Siding*.....	16
Wenona*.....	16.1
Interco*.....	16.4
Pike Road*.....	18
Potters*.....	21
Bishop Cross*.....	23.9
Gerrans*.....	24
Pantego.....	25.5
Belhaven.....	29.8

## PINETOWN CUT-OFF.

Bishop Cross*.....	0
Wilkinson*.....	1.3
R. L. C. Junction*.....	2.2
Upton*.....	3.5
Terra Cela*.....	5.1
Andrews*.....	6.1
Acre*.....	8.4
Pinetown*.....	11

## MACKEYS TO COLUMBIA.

Mackeys.....	0
Blount Siding*.....	0.6
Chesson*.....	2.8
Beasley*.....	4.1
Buck*.....	8.6
Halsey*.....	9.2
Scuppernon*.....	10
Creswell.....	13.3
Woodley*.....	16.3
Travis.....	18.2
Columbia.....	22

SUFFOLK, VA., TO EDENTON,  
N. C.

Suffolk.....	0
Corapeake Junction*.....	13.1
Matthews*.....	14.0
Corapeake.....	14.4
Ewell*.....	15.6
Spraggins*.....	16.0
Famco*.....	17.0
Savage*.....	17.8
Sunbury.....	21.2
Cross*.....	21.7
Wardville.....	24.4
Beekfort Junction.....	26.3

Trotville.....	27.4
Hobbsville.....	28.7
Gliden.....	30.6
Ryland.....	33.8
Icaria.....	35.3
Centre Hill.....	38.4
Cisco.....	40.2
Cake.....	40.4
Mavaton.....	41.5
Valhalla.....	44.1
Tuggles.....	46.0
Hancock.....	47.3
N. S. Junction.....	50.5
Edenton.....	50.7

BECKFORD JUNCTION TO  
ELIZABETH CITY.

Beckford Junction.....	0
Sandy Cross*.....	2.7
Peach*.....	2.9
31 Mile Siding.....	4.9
Nicanor.....	7
Parkville*.....	12.3
Seligman*.....	12.6
Cherry Glade*.....	13.6
Morgans*.....	19.6
Elizabeth City.....	20.7

## RALEIGH TO CHARLOTTE.

Raleigh.....	0
Sylvaola*.....	3.5
Hobbys*.....	8.5
McCullers.....	9.7
Banks*.....	10.5
Austens*.....	11.5
Judd*.....	13.5
Willow Springs.....	14.8
Cairo.....	16.9
Cardenas*.....	17.5
Varina.....	18.8
Duncan.....	23.5
Nooes Siding*.....	25.5
Corinth*.....	31.3
Plum*.....	31.6
Brickhaven*.....	33.6
Rosser*.....	37
Colon.....	41.1
McQueens*.....	43.5
Cummock.....	46.7
Jordan Siding*.....	48.6
Gulf.....	49.7
Womble Siding*.....	52.4
Carbonton.....	54.7
Haw Branch*.....	57.5
Glendon.....	59.6
Audrey*.....	61.7
Putnam*.....	64.5
Hallison*.....	65.6
Leaf*.....	67.5
Lackey*.....	69.5

Hemp.....	71.3
Horner*.....	73.5
Brown Chapel*.....	75.5
Burns*.....	75.7
Spies.....	76.6
Baldwin*.....	78
Wrights*.....	79.5
Capel*.....	81.5
Star.....	83.2
Racepath*.....	87.3
Troy.....	90.7
Ann*.....	91
Vestal*.....	93.5
Roberdo*.....	97.5
Wadeville.....	99.2
Mount Gilead.....	104.2
Chestnut*.....	107.4
Rix*.....	108.4
Norwood.....	112.1
Aquadale*.....	118.4
Green Siding*.....	119.4
Oakboro.....	124.5
Island Creek*.....	127.2
Stanfield.....	130.3
Loves Siding*.....	132.4
Midland*.....	134.9
Cabarrus*.....	137.7
Allen*.....	141.1
Wilgrove*.....	145.3
Ridgeview*.....	148.0
Bentwood*.....	149.4
North Charlotte.....	153.5
Charlotte Yard.....	154
Charlotte.....	155.9

## RALEIGH.

Glenwood Yard.....	0
Jones Street, Raleigh.....	1.0
Union Station.....	1.5

## VARINA TO FAYETTEVILLE.

Varina.....	0
Fuquay Springs.....	1.3
Rawls*.....	4.3
Spence*.....	5
Chalybeate*.....	7.3
O. Bradleys*.....	8.5
Kipling.....	9.3
Smith's Mill*.....	11
Cape Fear*.....	13.3
Empire Lumber Co.*.....	14
Gravel Pit*.....	14
Tuckers Turnout*.....	14
Lillington.....	15.3
Southern Timber and Lumber Co.*.....	19
Harnett*.....	19.3
Bunlevel*.....	22.3
Fobville*.....	23
Linden.....	26.3

## NORFOLK SOUTHERN RAILROAD—Continued.

Linden Lumber Co.*.....	28
Carlos*.....	29
Lane*.....	31.3
Slocumb*.....	33.3
Reaves*.....	34
37 Mile Siding*.....	37
Russ.....	38
Tokay*.....	40
Myrtle Hill*.....	41
A. C. L. Junction*.....	43.8
Fayetteville.....	44.3

## ASHEBORO TO ABERDEEN.

Asheboro.....	0
Ulah*.....	5
Hughs*.....	6
Seth*.....	7
Dewey*.....	8
Midway*.....	9
Michfield*.....	10
Graves*.....	11
Seagrove.....	13
Asbury*.....	16.2

Freeman*.....	18
Steeds.....	18.2
Ross*.....	19.5
Ether.....	20.2
Star.....	23.2
Biscoe.....	26.4
Purvis*.....	30
Candor.....	31.4
Bruhns*.....	33
Fruit Siding*.....	34.0
Samarcand.....	34.3
Page Farm*.....	35
Kennedy*.....	35.7
Liley*.....	36
Eagle Springs.....	36.3
Causey*.....	39
Frix*.....	41
Mills and Fries*.....	42
West End.....	43.5
Tallasse*.....	44
Garren Hill*.....	49
Pinehurst.....	50.3
Vina Vista*.....	53

Page.....	54
Aberdeen.....	56.3

## PINEHURST TO CARTHAGE.

Pinehurst.....	0
Vanlindley*.....	3.7
Eastwood*.....	6.7
Caddell*.....	7.7
Blues*.....	8.7
Bilyou*.....	10.7
Carthage.....	12.6

## WEST END TO JACKSON SPRINGS.

West End.....	0
Jackson Springs.....	4

## CANDOR TO ELLERBE.

Candor.....	0
Rubyatt*.....	5
Norman.....	9
McLeods*.....	13.2
Ellerbe.....	17.5

## SEABOARD AIR LINE RAILWAY

## RALEIGH.

Johnson Street.....	0
Raleigh Tower.....	1.0

## RALEIGH TO HAMLET.

Raleigh Tower.....	0
College Spur*.....	1.7
Electric Siding*.....	2.7
Method.....	4.0
Fetner.....	8.2
Cary.....	8.5
Apex.....	14.3
Jordans*.....	18.1
New Hill.....	20.5
23-Mile Siding*.....	23
Bonsal.....	23.1
Merry Oaks.....	25.4
Edwards*.....	27.6
Moncure.....	30.4
Olives*.....	34
Osgood.....	36.2
Colon.....	38.4
Sanford.....	42.1
Lemon Springs.....	48.7
Cameron.....	54.3
Vass.....	59.8
Lake View.....	61.2
Fleet.....	64
Niagara*.....	65.1
Forbes*.....	65.4
Manly.....	67
Southern Pines.....	68

Aberdeen.....	71.8
Pine Bluff.....	74.7
Keyser.....	76.1
Hoffman.....	82.2
Broadacre*.....	84
Marston.....	86
Cognac.....	88.8
Henderson Lumber Co. ....	91.9
Hamlet Yard.....	96
Hamlet.....	96.6

## MONCURE TO PITTSBORO.

Moncure.....	0
Wilkie*.....	1.3
Noves Spur.....	3.7
Womble & Lasiter Spur*.....	4.4
Labraele*.....	6.1
Womble Spur*.....	6.7
Bonsal & Co.*.....	7.6
Pittsboro.....	11.2

## HAMLET TO COLUMBIA, S. C.

Hamlet.....	0
Osborne.....	6.9
Columbia, S. C.....	106.2

## HAMLET TO CLIO, S. C.

Hamlet.....	0
East Junction.....	0.9
Scholl.....	5.7
Gibson.....	10.3
Clio, S. C.....	24.0



## SEABOARD AIR LINE RAILWAY—Continued.

## RALEIGH TO NORLINA.

Raleigh Johnson Street.....	0
Millbrook.....	5.6
Neuse.....	9.3
Wyatt* (L. C. L. only).....	12
Forestville* (L. C. L. only).....	15
Wake Forest.....	16.2
Royal Cotton Mill* (C. L. only).....	18
Youngsville.....	20.2
Franklinton.....	26.4
Lumsden.....	32
Kittrell.....	34.7
Gill*.....	38.4
Henderson.....	42.8
Greystone.....	46.7
Middleburg.....	50.1
Manson.....	53
Ridgeway.....	55.8
Norlina.....	58

## FRANKLINTON TO LOUISBURG.

Franklinton.....	0
Drake* (C. L. only).....	1
Mitchiner*.....	5.2
Katesville*.....	6
Louisburg.....	10

## HENDERSON TO DURHAM.

Henderson.....	0
Watkins*.....	7.1
Dickerson*.....	10.1
Clay*.....	13.1
Tar River*.....	17.1
Hester.....	20.5
Standard Oil Co.....	23.9
Creedmoor.....	24.2
North Side.....	28.8
Dove* (C. L. only).....	29
Bennehan*.....	29
Redwood.....	31.0
Burton*.....	34.5
Joyland*.....	38
East Durham*.....	39.7
Durham.....	41.4

## DICKERSON TO OXFORD.

Dickerson.....	0
Cheatham*.....	1.5
Oxford.....	4.6

## NORLINA TO PORTSMOUTH, VA.

Norlina.....	0
Warren Plains.....	2.3
Macon.....	6.5
Vaughan.....	11.6
Littleton.....	17.3
Edwards* (C. L. only).....	20
Summit*.....	22.7
Thelma.....	24.4
Horners*.....	28.3
Bolling*.....	30.7

Roanoke Junction.....	32.8
Weldon.....	37.2
Garysburg.....	39.8
Gumberry.....	43.4
Seaboard.....	46.9
Eberson.....	49.9
Margaret.....	52.9
Rogers*.....	54.1
Portsmouth.....	115.8

## ROANOKE RAPIDS BRANCH.

Roanoke Junction.....	0
Roanoke Rapids.....	3

## NORLINA TO RICHMOND, VA.

Norlina.....	0
Wise Granite Co.* (C. L. only).....	2.4
Wise.....	3.5
Paschall.....	7.4
Richmond, Va.....	98.2

## BOYKINS, VA., TO LEWISTON.

Boykins, Va.....	0
Severn.....	5.1
Pruden* (C. L. only).....	7
Montgomery Lumber Co.* (C. L. only).....	8
Pendleton*.....	8.1
Conway.....	11.1
Milwaukee*.....	13
Menlo*.....	14.9
Lassiter* (C. L. only).....	16.3
Potecasi.....	16.6
Parker*.....	17.5
Woodland.....	18.9
Moseley*.....	22.7
Rich Square.....	23.1
Williams*.....	27.1
Roxobel.....	28.2
Kelford.....	30.0
Wimbrow* (C. L. only).....	31.7
Lewiston.....	35

## WILMINGTON TO RUTHERFORDTON.

Wilmington Union Station.....	0
Wilmington, Nutt Street.....	.6
Hilton.....	1.7
Navassa.....	4.1
Phoenix*.....	8
Northwest*.....	14.9
Piedmont*.....	15
Marks*.....	16
Acme.....	17.6
Moore.....	19
Armour*.....	21.2
Jones* (C. L. only).....	24.3
East Arcadia.....	25.9
Councils.....	33.8
McKee*.....	36.1
Rosindale*.....	37.7
Porterville*.....	39.6
Elkton.....	41.8

## SEABOARD AIR LINE RAILWAY—Continued.

Clarkton.....	45.7
Abbottsburg.....	50
Bladenboro.....	53.7
Richardson*.....	56.5
Dorr* C. L. only).....	56.9
Bellamy*.....	60.8
Allenton.....	62.6
Lumberton.....	67.2
Lowe.....	72
Moss Neck*.....	76.3
Pembroke.....	78.6
Pates*.....	80.1
Red Banks*.....	82.1
Sellers*.....	83
Alma.....	86.5
Maxton.....	88.5
McNair* (C. L. only).....	89.1
Southerlands*(C. L. only).....	91.3
Covington*.....	92
Scotland Mill* (C. L. only).....	93.6
Dickson* (C. L. only).....	94.3
Laureburg.....	95.6
Omohundro*.....	96.3
Elmore.....	97.6
Ida Spur* (C. L. only).....	98.7
Laurel Hill.....	100.6
Old Hundred*.....	103.7
Joes Creek*.....	105.5
Ideal Farm.....	108.7
East Junction.....	109.7
Hamlet.....	110.7

## WILMINGTON TO NAVASSA.

Wilmington.....	0
Eighth Street.....	.6
Smith Creek Yard.....	1.2
Hilton.....	1.7
Yadkin Junction.....	2.1
Navassa.....	4.8

## HAMLET TO MONROE.

Hamlet.....	0
Roberdell*.....	3.5
Hannah Pickett* (C. L. only).....	4.1
Rockingham.....	6.2
Lewarae.....	5.8
Steele's Mill.....	9
Dockery's Siding* (C. L. only).....	9.1
South Atlantic Lumber Co.*.....	11.2
Pee Dee.....	13.4
Cement*.....	17
Alexander Lumber Co.* (C. L. only).....	19.4
Lilesville.....	19.8
Virginia-Carolina Chemical Co.*.....	23.7
Wadesboro.....	24.7
Wadesboro Furniture Co.....	25.3

Russellville*.....	27.9
Polkton.....	32.8
Peachland.....	36.7
Marshville.....	42.4
Wingate.....	47.1
Monroe.....	52.6

## MONROE TO RUTHERFORDTON.

Monroe.....	0
Bakers*.....	3.7
Stouts*.....	7.2
Hembys*.....	8.7
Indian Trail*.....	9.9
Stallings*.....	10.2
Matthews.....	13.5
Rama*.....	18
185-Mile Spur*.....	22
Charlotte.....	24.4
Chadwick*.....	26.7
Hoskins*.....	27.2
Pinoca Yards.....	28.3
Thrift*.....	31.2
Mount Holly.....	35.5
Klondike*.....	36.7
Stanley Creek.....	42.3
Alexis*.....	44.9
Iron.....	49.4
Millers*.....	51.4
Lincolnton.....	55.8
Crouse.....	61.3
Cherryville.....	65.9
Waco.....	69.2
Stubbs*.....	72
Shelby.....	77.4
Lawndale Junction*.....	79.7
Lattimore.....	84.4
Mooresboro.....	89.4
Ellenboro.....	91.4
Bostic.....	97.1
Forest City.....	100.6
Eaves*.....	102.1
Rutherfordton.....	104.3

## ELLENBORO TO CAROLEEN.

Ellenboro.....	0
Cliffside Junction.....	4
Henrietta*.....	5.2
Caroleen.....	8.1

## MONROE TO ATLANTA, GA.

Monroe.....	0
Houston*.....	5.2
Mineral Springs*.....	7.6
Waxhaw.....	12.1
Atlanta, Ga.....	272



## SOUTHERN RAILWAY

<b>GREENSBORO TO GOLDSBORO.</b>		Providence.....	27.4	Woodleaf.....	34.7
Greensboro.....	0	Oxford.....	32.8	Barber.....	39.9
Four Mile.....	4.0	Lewis.....	37.4	Bear Poplar*.....	44.5
McLeansburg*.....	8	Gela*.....	40.1	Mount Ulla.....	46.9
Gibsonville*.....	14.7	Pitchford*.....	42	Mazeppa*.....	50.9
Elon College.....	16.7	Stovall.....	42.7	Moorestville.....	54.1
Glen Raven.....	19	Bullock.....	46	Moorestville Junction.....	54.9
Burlington.....	21.4	Keysville, Va.....	88.1	Mount Mourne.....	58.6
Graham.....	23.1			Davidson.....	62.1
Haw River.....	25.8	<b>HENDERSON TO OXFORD.</b>		Cornelius.....	63.7
Mebane.....	31.7	Henderson.....	0	Caldwell.....	65.6
Efland.....	37	Dabney.....	5.8	Huntersville.....	68.3
Hillsboro.....	40.9	Huntsboro.....	8.5	Croft.....	73.3
Oconeechee*.....	41.8	Horner.....	10.3	Derita.....	77.8
Tinnin.....	44.2	Oxford.....	13.5	Charlotte.....	83.2
Duke'syde*.....	45.4			<b>GREENSBORO TO CHARLOTTE.</b>	
University.....	46.4	<b>GREENSBORO TO NORTH WILKESBORO.</b>		Greensboro.....	0
Funston.....	49.2	Greensboro.....	0	Jamestown.....	10.2
West Durham*.....	54	Pomona.....	3	High Point.....	15.2
Durham.....	55	Terra Cotta*.....	4.2	Thomasville.....	21.8
East Durham*.....	56.7	Guilford College.....	6.4	Lake*.....	27.5
Bilboa*.....	59.4	Friendship*.....	9.7	Lexington.....	32.6
Brassfield*.....	60.7	Colfax*.....	14	Linnwood.....	38.8
Nelson*.....	64	Kernersville.....	17.4	Spencer.....	47
Clegg*.....	65	Winston-Salem.....	28.4	Salisbury.....	49.4
Morrisville.....	68.7	Miller.....	29	Sumner*.....	54
Cary.....	72.8	Alspaugh.....	32	China Grove.....	58.8
Asbury*.....	74.8	Bethania.....	36	Landis.....	61.2
Method*.....	77.9	Rural Hall.....	41.3	Kannapolis.....	65.4
Raleigh.....	81.2	Tobaccoville.....	45.9	Glass.....	66.5
Garner.....	86.9	Donnaha.....	50.5	Concord.....	72
Auburn.....	90.1	Boyden*.....	53	Rocky Ridge.....	74
Clayton.....	96.1	Shoal.....	56.7	Harrisburg.....	79.6
Wilson's Mill.....	103.7	Hauser.....	60	Newell.....	85.9
Selma.....	109.2	Siloam.....	60.7	North Charlotte.....	90.5
Pine Level.....	111.9	Rockford.....	67.4	Charlotte.....	93.2
Princeton.....	117.7	Crutchfield.....	73.3		
Whitley.....	120.5	Burch*.....	77.5	<b>HIGH POINT TO ASHEBORO.</b>	
Rose*.....	123.7	Elkin.....	83.7	High Point.....	0
Asylum*.....	126.6	Ronda.....	89.6	Trinity.....	4.5
Goldsboro.....	129.2	Roaring River.....	94	Fairview*.....	6
		Quarry.....	97.8	Frazier.....	7.1
<b>UNIVERSITY TO CHAPEL HILL.</b>		North Wilkesboro.....	103	Glenola*.....	9.4
University.....	0			Edgar.....	11.2
Blackwood*.....	4	<b>WINSTON-SALEM TO CHARLOTTE.</b>		Sophia.....	14.6
Chapel Hill.....	10.2	Winston-Salem.....	0	Randleman.....	18.9
		Children's Home.....	2.0	Spero*.....	23.9
<b>DURHAM TO KEYSVILLE, VA.</b>		Haneys*.....	3.4	Asheboro.....	27.7
Durham.....	0	Atwood*.....	7.3		
East Durham*.....	1.7	Muddy Creek.....	9.5	<b>CHARLOTTE TO TAYLORSVILLE.</b>	
Aida.....	3.3	Clemmons.....	12.3	Charlotte.....	0
Gorman*.....	8	Idols.....	13.6	Derita*.....	5.4
Rupert.....	10.1	Advance.....	16.5	Croft.....	9.8
Huley*.....	11	Bixby*.....	19.3	Huntersville.....	14.9
Cozart*.....	12.8	Cornatzer.....	21	Caldwell.....	17.6
Wilkin*.....	15.7	Mocksville.....	26.7	Cornelius.....	20.1
Lyon.....	18.1	Cooleemee Junction.....	31.8	Davidson.....	21.5
Stem.....	21.5				

## SOUTHERN RAILWAY—Continued.

Mount Mourne.....	24.6
Mooreville.....	28.3
Mooreville Junction.....	29.1
Shepherd.....	32.2
Oswalt*.....	36
Troutman.....	38.3
Barium Springs*.....	39.8
Statesville.....	44
Loray*.....	49.9
Scotts*.....	53
Stony Point.....	55.4
Hiddenite.....	59.4
Taylorsville.....	64.4

## CHARLOTTE TO ATLANTA, GA.

Charlotte.....	0
Juneau*.....	4.9
Belmont.....	11.4
Mayworth*.....	13.8
Lowell.....	16.1
Gastonia.....	21.7
Bessemer City.....	28.3
Dilling's Factory*.....	32
Kings Mountain.....	33.4
Grover.....	41.4
Atlanta, Ga.....	268

## CHARLOTTE TO COLUMBIA.

Charlotte.....	0
Exmoor.....	4
Griffith*.....	5
Hebron.....	7.2
Pineville.....	10.4
Columbia, S. C.....	108.6

## SANFORD TO MOUNT AIRY.

Sanford.....	0
Cummock.....	6.4
Gulf.....	9.4
Goldston.....	12.8
Bear Creek.....	16.7
Bonlee*.....	19.2
Ore Hill.....	20.8
Siler City.....	25.3
Staley.....	32.8
Liberty.....	37.3
Julian.....	44.4
Climax.....	47.8
Pleasant Garden*.....	52.7
Vandalia*.....	56.3
Kirkpatrick Siding*.....	57
Greensboro.....	60.6
Battleground*.....	66.8
Summerfield.....	72.5
Stokesdale.....	78.7
Robinson's Siding.....	82
B. & R. Siding*.....	83
Belew Creek.....	83.9
Strader.....	84.9
Hairston*.....	86.9
Mitchell*.....	87.9

Walnut Cove.....	89.9
Germanton.....	95.5
Rural Hall.....	100.1
King.....	105
Dalton.....	108.1
Pinnacle.....	110
Pilot Mountain.....	115.6
Ararat.....	121.6
McKenney's Cut.....	127
Mount Airy.....	130

## STOKESDALE TO MADISON.

Stokesdale.....	0
Rocky Springs*.....	4.6
Ellisboro*.....	7.4
Madison.....	11.4

## CLIMAX TO RAMSEUR.

Climax.....	0
Red Cross*.....	2.5
Lineberry*.....	4.5
Pughes.....	6.5
Millboro.....	9.5
Cedar Falls.....	14
Franklinville.....	16
Island Ford*.....	17
Ramseur.....	18.8

## GREENSBORO TO DANVILLE.

Greensboro.....	0
Rudd*.....	8.2
Browns Summit.....	11.9
Benaja.....	15.4
Reidsville.....	24.3
Stacy*.....	28.3
Ruffin.....	33.4
Pelham.....	39.7
Stokesland*.....	43.3
Danville, Va.....	48.4

## DANVILLE, VA., TO NORFOLK, VA.

Danville, Va.....	0
Blanche.....	8.1
Milton.....	14
Semora.....	20.7
Cunningham.....	25.6
Norfolk, Va.....	207.3

## DANVILLE, VA., TO LEAKSVILLE (D. &amp; W.)

Danville, Va.....	0
Leaksville Junction.....	19.8
Draper.....	22.8
Spray.....	26.8
Leaksville.....	27.8

## SALISBURY TO NORWOOD.

Salisbury.....	0
Granite Quarry.....	5

Crescent.....	8.6
Rockwell.....	10.3
Gold Hill.....	15
Misenheimer Springs*.....	19
Richfield.....	21
New London.....	24
Halls Ferry Junction.....	25.0
Albemarle.....	30.9
Porter*.....	36.9
Norwood.....	41

## HALLS FERRY JUNCTION TO BADIN.

Halls Ferry Junction.....	0
Whitney.....	6.2
Badin.....	11.2

## SALISBURY TO PAINT ROCK.

Salisbury.....	0
Majolica*.....	5
Kincaid*.....	8
Barber.....	11.4
Cleveland.....	13.4
Elmwood.....	18.4
Statesville.....	25.6
Eufola.....	32.8
Lookout Spur.....	37.2
Catawba.....	38.4
Claremont.....	42.5
Newton.....	48.2
Conover.....	49.9
Oyama.....	54
Hickory.....	57.6
Hildebran.....	62
Icard.....	65.6
Connelly Springs.....	67.9
Valdese.....	71.5
Drexel.....	74
Morganton.....	78.5
Calvin*.....	82
Glen Alpine.....	84.5
Bridgewater.....	89.4
Nebo.....	94.3
Clincheross.....	97.8
Marion.....	99.7
Greenlee*.....	105.4
Eberman*.....	107
Old Fort.....	111.1
Collins*.....	113
Dendron*.....	115
Andrews Fountain.....	116
Graphiteville*.....	118.1
Mud Cut*.....	119
Ridgecrest.....	123.2
Mount Mitchell.....	124.1
Black Mountain.....	125.1
Lemden.....	128
Swannanoa.....	129.8
Azalea.....	134.3
Biltmore.....	139
Asheville.....	141



## SOUTHERN RAILWAY—Continued.

**ASHEVILLE TO PAINT ROCK.**

Asheville.....	0
Craggy.....	5.1
Olivette*.....	7.1
Alexander.....	11.5
Volga.....	16.5
Marshall.....	22.3
Redmon.....	25
Barnard.....	29.9
Sandy Bottom*.....	32.1
Runion.....	34.3
Hot Springs.....	38.2
Shaleville.....	40.2
Paint Rock.....	43.3

**MARION TO BLACKSBURG, S. C.**

Marion.....	0
Gardin*.....	5.4
Glenwood.....	6.6
Vein Mountain*.....	11
Thermal City.....	14.2
Union Mills.....	16.4
Gilkey.....	20.3
Rutherfordton.....	25.1
Forest City.....	31.5
Ellenboro.....	38.8
Mooresboro.....	43.1
Lattimore.....	46.1
Washburn*.....	49.2
Shelby.....	55
Patterson Springs.....	59.7
Earl.....	62.4
Blacksburg, S. C.....	68.4

**ASHEVILLE TO MURPHY.**

Asheville.....	0
Emma*.....	2.2
Sulphur Springs*.....	5.3
Acton*.....	6
Hominy.....	8.7
Candler*.....	9.7
Luther*.....	12.3
Turnpike*.....	14
Canton.....	18.1
West Canton.....	18.4
Clyde.....	22.5
Lake Junaluska.....	25.4
Waynesville.....	28.5
Hazelwood.....	29.8

Saunook*.....	33.3
Balsam.....	36.2
Willit.....	40.2
Addie.....	43
Beta*.....	44.7
Sylva.....	47.3
Dillsboro.....	49
Barker Creek*.....	51.9
Wilnot*.....	54.7
Whittier.....	58.6
Ela.....	61
Governors Island.....	62.5
Bryson.....	65.2
Epps Springs.....	70.5
Noland*.....	71.4
Forney.....	74.4
Bushnell.....	77.4
Judson*.....	81.2
Almond.....	85.1
Wesser*.....	89.3
Hewitt.....	93.7
Nantahala.....	95.9
Topton.....	99.6
Rhodo*.....	103.1
Tom Thumb*.....	104
Andrews.....	108.2
Coalville.....	111.5
Marble.....	114.1
Valleytown*.....	116
Maltby*.....	116.4
Tomotla*.....	117.8
Regal*.....	120.4
Murphy.....	123.1

**BUSHNELL TO FONTANA.**

Bushnell.....	0
Collinwood.....	3.2
Ecola*.....	5.2
Marcus*.....	9
Ritter*.....	12
Fontana*.....	13.9

**ASHEVILLE TO SPARTANBURG, S. C.**

Asheville.....	0
Biltmore.....	2
Buena Vista*.....	5.1
Busbee*.....	8.1
Skyland*.....	9.2
Arden.....	10.7

Fletcher.....	13.5
Brickton.....	15.2
Maples.....	16.2
Mountain Home.....	17.5
Hillgirt*.....	18.1
Balfour.....	19.4
Hendersonville.....	21.8
Highland Lake.....	24.5
Flat Rock.....	25.3
Tuxedo.....	28.6
Saluda.....	33.9
Melrose*.....	37
Rockliff*.....	38
Tryon.....	42.8
Spartanburg, S. C.....	69.4

**HENDERSONVILLE TO LAKE TOXAWAY.**

Hendersonville.....	0
West Hendersonville.....	.9
Davis*.....	3
Yale*.....	5.3
Capps*.....	6
Horse Shoe.....	7
Cannon*.....	8.1
Etowah.....	10.1
Blantyre.....	12.4
Penrose.....	15
Davidson River*.....	18.2
Pisgah Forest.....	19.3
Brevard.....	21.6
Selica.....	26
Cherryfield.....	28.8
Calvert.....	29.7
Rosman.....	31.2
Galloway*.....	32.8
Quebec.....	35.4
Reids.....	38.6
Lake Toxaway.....	41.7

**FRANKLIN TO CORNELIA, GA.**

(Tallulah Falls Ry.)

Franklin.....	0
Prentiss.....	4.4
Riverside.....	8
Otto.....	8.7
Norton.....	12
Orlando.....	13.4
Cornelia, Ga.....	57.2

**ABERDEEN AND ROCKFISH RAILROAD.**

APPALACHIAN RAILWAY.

**ASHEVILLE AND EAST TENNESSEE RAILROAD.**ATLANTIC AND CAROLINA RAILROAD.ATLANTIC AND WESTERN RAILROAD.

Sanford.....	0	Campbells*.....	6	Mamers.....	16
Monroe Park.....	1	Broadway.....	8	Monticello*.....	17
Jonesboro.....	2	Seminole*.....	10	Luart*.....	19
Purnell*.....	4	Ryes*.....	12	Summerville.....	20
Winder*.....	5	Arlington.....	14	Lillington.....	25



## BLACK MOUNTAIN RAILWAY.

Kona*.....	0	Windom*.....	8	<b>Micaville to Bowditch.</b>	
Tiffin*.....	1	Uganawa*.....	9	Micaville.....	0
Rushirk*.....	1	Burnsville.....	11	Bowditch.....	2
Kaneska*.....	1	Banks*.....	13	<b>Murchison to Eskota.</b>	
Tolley*.....	2	Dellingers*.....	15	Murchison*.....	0
Backus*.....	4	Inata*.....	16	Parnell*.....	2
Lamonti*.....	5	Jesse*.....	17	Eskota.....	3
Micaville*.....	6	Low Gap*.....	18		
Cedar Cliff*.....	7	Pensacola.....	20		
		Murchison*.....	22		

## BONLEE AND WESTERN RAILWAY.

Bonlee.....	0
Edwards*.....	3
Andrews.....	4
Wells.....	6
Rock Springs*.....	7
Smiths*.....	8
Bennett.....	11

## CAROLINA RAILROAD.

Kinston.....	0	Pools*.....	6	Suggs.....	12
Hull Road*.....	4	Dawson*.....	7	Snow Hill.....	15
		Glenfield*.....	10		

## CAROLINA, CLINCHFIELD AND OHIO RAILWAY.

Lost Cove*.....	0	Boonford.....	32	Pitts*.....	64
Cane Bottom*.....	1	Phillips*.....	34	Sevier.....	66
Poplar*.....	5	Penland.....	36	Adams*.....	67
Warrick*.....	7	Spar No. 1*.....	37	Hankins*.....	72
Peterson*.....	8	Spar No. 2*.....	37	Marion.....	75
Huntale.....	10	Spar No. 3*.....	37	Glenwood*.....	81
Pigeon Roost*.....	12	Kaolin*.....	37	Fero*.....	83
Relief*.....	13	Blood*.....	38	Thermal City.....	89
Rock Creek*.....	15	Spruce Pine.....	40	Tate.....	92
Green Mountain.....	17	Harris Clay Co.....	40	Morris*.....	95
Forbes*.....	21	English*.....	41	Logan.....	97
Toecane.....	23	Altapass.....	44	Harmon*.....	99
Youngs*.....	25	Mount Mitchell.....	46	Bostic.....	103
Intermont*.....	27	Caldwell.....	58	Forest City.....	105
Bandana*.....	28	Linville Falls.....	59	Blanton*.....	107
Galax*.....	29	Stump*.....	61	Harris.....	111
Kona*.....	30	Avery*.....	62	Randall*.....	114
		Edgecombe*.....	63		

## CAROLINA AND NORTHEASTERN RAILROAD.

Gumberry.....	0
Mowfield*.....	4
Jackson.....	8
Rehoboth*.....	13
Lasker.....	16

## CAROLINA AND NORTHWESTERN RAILWAY.

Crowders, N. C., to Lenoir, N. C.		
Crowders, N. C.*.....	0	69-Mile Siding*..... 30
Ridge.....	2	Maiden..... 34
Gastonia.....	6	75-Mile Siding*..... 36
Dallas.....	10	Newton..... 41
Hardins*.....	16	Conover..... 43
High Shoals.....	17	Hickory..... 51
Long Shoals*.....	20	Cliffs*..... 55
Southside*.....	22	Tile*..... 57
Laboratory*.....	23	Rhodhiss..... 57
Daniels*.....	24	Granite Falls..... 59
Lincolnton.....	25	Saw Mills*..... 62
66-Mile Siding*.....	27	Hudson..... 64
		Whitnel*..... 68
		Lenoir..... 71
		Valmead*..... 72
		Warrior*..... 74
		Setzer*..... 75
		Holloway*..... 76
		Olivett*..... 78
		Coffeys*..... 79
		Collettsville..... 81
		Jonweb*..... 82
		Adako*..... 83
		Gorge*..... 88
		Mortimer..... 92
		Edgemont..... 95

## CAROLINA AND YADKIN RIVER RAILWAY.

High Point.....	0	Walser*.....	16	Leach's Mill*.....	23
Thomasville.....	6	Hannersville*.....	17	Snider*.....	25
Glen Anna*.....	8	Gordontown*.....	18	Denton.....	27
Cedar Lodge*.....	10	Hughes*.....	20	Healing Springs*.....	30
Light*.....	12	Cid*.....	21	Coler*.....	31
Mabel*.....	15	Emmons Mine*.....	22	High Rock.....	34

## CLIFFSIDE RAILROAD.

Cliffside.....	0
Cliffside Junction.....	3

## DOVER AND SOUTHBOUND RAILROAD.

Dover.....	0	Phillips*.....	9	Petersburg*.....	23
Foys*.....	5	Wimsatt*.....	13	Richlands.....	25
Taylors*.....	8	Comfort*.....	16		

## DURHAM AND SOUTH CAROLINA RAILROAD.

Durham.....	0	Farrington.....	19	Bonsal.....	31
East Durham.....	1	Seaforth*.....	23	Burt*.....	36
Bland*.....	11	Beaver Creek*.....	27	Duncan.....	41

## DURHAM AND SOUTHERN RAILWAY.

Durham.....	0	25-Mile Siding*.....	25	Angier.....	40
Oyama*.....	6	Holly Springs.....	27	Barclayville*.....	44
9-Mile Siding*.....	9	29-Mile Siding.....	29	Coats.....	49
Togo*.....	10	Wilbon.....	31	Turlington*.....	52
Carpenter.....	14	Varina.....	33	Duke.....	55
Upchurch*.....	18	Holland*.....	35	Dunn.....	57
Apex.....	21	Kennebec.....	38		



## EAST CAROLINA RAILWAY.

Tarboro.....	0	Pinetops.....	11	Farmville.....	26
West Tarboro.....	1	Macclesfield.....	14	Bynum's*.....	30
Henrietta*.....	5	Walton's*.....	16	Patrick's*.....	33
Stallings*.....	8	Fountains.....	20	Maury.....	34
Davistown*.....	9	Toddy*.....	22	Hookerton.....	39

## EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD.

Johnson City, Tenn.....	0
Elk Park, N. C.....	32
Cranberry.....	34

## ELKIN AND ALLEGHANY RAILWAY.

Elkin.....	0	State Road*.....	7	Thurmond.....	12
Adsit.....	4	Curran's*.....	8	Doughton.....	14
Klondike*.....	5	Parks*.....	10	Veneer*.....	15

## KINSTON CAROLINA RAILWAY.

Kinston.....	0	Rutledge*.....	10	Pink Hill*.....	20
Boney*.....	4	Deep Run*.....	12	Sandy Plain Siding*.....	25
Albritton*.....	6	Langston*.....	14	Cabin Siding*.....	27
Moodysville*.....	8	Grape Vine*.....	16	Beaulaville.....	29
		Lynchburg*.....	18		

## LAURINBURG AND SOUTHERN RAILROAD.

Johns.....	0	Buchanan's*.....	8	Calmes*.....	14
Carmichael*.....	3	Fair Ground*.....	9	Shaws*.....	15
Camps*.....	4	Blues*.....	10	Spring Hill*.....	16
Laurinburg.....	6	Scotch Grove*.....	12	Wagram.....	18

## LAWNDALE RAILWAY.

Lawndale.....	0	Metcalf's.....	5	Shelby.....	11
Double Shoals.....	3	Weathers*.....	7		

## LINVILLE RIVER RAILWAY.

Cranberry.....	0
Minneapolis.....	4
Tatum Switch*.....	5
Vale*.....	6
Newland.....	8
Montezuma.....	10
Linville*.....	12
Linville Gap*.....	18
Foscoe.....	22
Shulls Mills.....	24
Laurel*.....	27
Hodge's Gap.....	29
Boone*.....	33

## Pineola Branch.

Montezuma.....	0
Pineola.....	2

## LOUISVILLE AND NASHVILLE RAILROAD.

Murphy.....	0	Mauney.....	5	Channing.....	8
Old Murphy.....	1	Davis.....	5	Ranger.....	9
Renwick.....	2	Kinsey Quarry.....	6	Culberson.....	11
Lanning.....	3	Kinsey.....	6	Marietta, Ga.....	108
		Nortla.....	7		

## MADISON COUNTY RAILWAY.

Runion.....	0
West Runion*.....	1
Hurricane*.....	4
Belva* (Little Laurel).....	8

## MAXTON, ALMA AND SOUTHBOUND RAILROAD.

Alma.....	0	Raemon.....	8	McCormick Siding*.....	14
Sandy.....	1	Chalenor*.....	11	Alfords Siding*.....	15
McLeods*.....	5	Bracy.....	13	Rowland.....	16

## NEW HANOVER TRANSIT COMPANY.

Wilmington (S. S. line, Wilmington to Doctor's Point).....	0
Doctor's Point.....	0
Carolina Beach.....	3



## NORFOLK AND WESTERN RAILWAY.

Winston-Salem to Roanoke, Va.			
Winston-Salem.....	0	Madison.....	32
Ogburn*.....	4	Mayodan.....	34
Walkertown.....	9	Avalon*.....	35
Dennis.....	13	Stoneville.....	40
Fulp*.....	15	Price.....	46
Walnut Cove.....	18	Roanoke, Va.....	122
Chisman*.....	23	Durham to Lynchburg.	
Pine Hall.....	24	Durham.....	0
Sharps*.....	27	Weaver*.....	6
		Fairtosh*.....	9
		Willardville.....	11
		Bahama.....	14
		Rougemont.....	18
		Lyndover*.....	19
		Mount Tirzah*.....	22
		Helena.....	23
		Pick*.....	28
		Roxboro.....	31
		Jalong*.....	32
		Woodsdale.....	38
		Lynchburg, Va.....	117

## PIEDMONT AND NORTHERN RAILWAY.

Charlotte.....	0
Hoskins*.....	4
Pinoca.....	5
Thrift.....	7
Mount Holly.....	11
Belmont Junction*.....	13
Abbey.....	15
Belmont.....	16
McAdenville.....	16
Lowell.....	18
Ranlo*.....	20
Spencer Mountain*.....	22
Gastonia.....	24

## RALEIGH AND CHARLESTON RAILROAD.

Lumberton.....	0	Proctorville.....	10	Marietta.....	20
Pope*.....	3	Barnesville.....	15	Marion S. C.....	41
Kingsdale*.....	5	Flowers*.....	18		

## RANDOLPH AND CUMBERLAND RAILROAD.

Cameron.....	0	Kellys*.....	7	Parkwood*.....	17
Bynum*.....	1½	Carthage.....	10	Hallison.....	19
Stones*.....	5	Moonshaunee*.....	15	McConnell.....	23

## ROANOKE RAILWAY.

Thelma.....	0
Gaston*.....	1¼
Vulture*.....	4
Horners*.....	5½

## ROANOKE RIVER RAILWAY.

Manson.....	0
Drewry.....	4
Townsville.....	12

## ROCKINGHAM RAILROAD.

Leak*.....	0	Entle.....	7	Ghio*.....	17
Hutch.....	2	Kael.....	8	Skippers*.....	19
Rockingham.....	3	Morrison*.....	10	Gibson.....	22
Lerawa.....	5	Marfree*.....	13		

## SMOKY MOUNTAIN RAILWAY.

Ritter*.....	0
Proctor.....	4.1
Sugar Fork*.....	9
Bone Valley*.....	9.6

## TENNESSEE AND NORTH CAROLINA RAILROAD.

Newport Junction, Tenn.....	0
Mount Sterling*.....	20
Laurel Fork Junction, N. C.*.....	20
Crestmont.....	21

## Pigeon River Division.

West Canton.....	0	Woodrow.....	6	Sunburst.....	13
Stamey*.....	2	Retreat*.....	8	Burnett Siding*.....	15
Moore*.....	4	Inman*.....	11	Spruce*.....	17

## VIRGINIA-CAROLINA RAILWAY.

Allen*.....	0	Warrensville.....	11	Bowie.....	25.6
Tuckerdale.....	4.4	West Jefferson.....	15.9	Riverside*.....	31.9
Lansing*.....	7	Hamilton*.....	18.4	Elkland.....	35.7
Berlin*.....	8.3	Donation.....	21.4		

## VIRGINIA AND CAROLINA SOUTHERN RAILROAD.

Hope Mills to Lumberton.		Bee Gee*.....	24	St. Paul to Elizabethtown.	
Hope Mills.....	0	Lumberton*.....	27	St. Paul.....	0
Roslin*.....	5	East Lumberton.....	28	Dundee*.....	4
McMillan*.....	8			Tobemory*.....	6
Campbell's Mill*.....	9			Duart*.....	9
Oakland*.....	10			Tar Heel.....	14
St. Paul.....	13			Perth*.....	16
Smith's Siding*.....	14			Dublin.....	20
Rozier*.....	16			Berwick*.....	24
Powers*.....	22			Elizabethtown.....	27

## WARRENTON RAILROAD.

Warren Plains.....	0
Warrenton.....	3



## WASHINGTON AND VANDEMERE RAILROAD.

Washington.....	0	Stilleys.....	20	Royall*.....	31
Porter Junction*.....	3	Edwards.....	23	Leach's Siding*.....	32
Wilford.....	4	Standard Lumber Co.....	24	Dixon*.....	32
McConnell*.....	10	Guilford*.....	26	Hudnell's Spur*.....	35
Rover.....	13	Bonner's Siding*.....	27	Cash Corner*.....	39
Blount Creek*.....	18	Thompson's Siding*.....	27	Vandemere.....	40
		Aurora.....	29		

## WATAUGA AND YADKIN RIVER RAILWAY.

North Wilkesboro.....	0	Goulds*.....	13	Middle Cane*.....	30
Gordon*.....	1	Ferguson*.....	16	Roger's Mill*.....	35
Browns Ford*.....	5	Elkville*.....	19	Council*.....	43
Minton*.....	7	Grandin.....	21	Blowing Rock Junction*.....	45
Goshen*.....	9	Denny*.....	23	Boone*.....	50
Marly Ford*.....	11	Darby*.....	27		

## WELLINGTON AND POWELLVILLE RAILROAD.

Ahoskie.....	0	Cremo*.....	8	Butlers*.....	19
Powellville.....	5	Holly Grove*.....	11	Windsor.....	22
		Askewville*.....	13		

## WILMINGTON, BRUNSWICK AND SOUTHERN RAILROAD.

Navassa.....	0	Winnabow*.....	11	Goresville*.....	23
Lanvale*.....	6	Brunswick*.....	13	Coolvale*.....	24
El Paso*.....	7	Bolivia.....	17	Atwood*.....	26
Town Creek*.....	10	Loughlin*.....	20	Southport.....	30

## WINSTON-SALEM SOUTHBOUND RAILWAY.

Winston-Salem.....	0	High Rock*.....	37	Porters*.....	65
South Winston-Salem.....	2	Reid.....	40	Norwood.....	69
Charity.....	5	Ball Mountain.....	41	Hathcock Siding*.....	71
Eller*.....	10	Newsom*.....	43	Cedar Hill*.....	74
Welcome*.....	14	Reeves*.....	45	Ansonville.....	77
Michael.....	18	Tuckertown.....	46	Forsyth Mfg. Co. Siding*.....	80
Lexington.....	20	Whitney*.....	48	Cox-Bennett*.....	82
Cotton Grove*.....	26	George's Spur*.....	51	Ledbetter Siding*.....	82
Southmont.....	32	Palestine*.....	54	Pinkston*.....	83
Bruners*.....	35	Albemarle.....	59	Wadesboro.....	90

\*No agent.





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## PART TWO

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## PART TWO

ASSESSMENT FOR TAXATION FOR YEARS 1917 AND 1918 OF RAILROAD, TELEGRAPH, TELEPHONE,  
EXPRESS, SLEEPING CAR, REFRIGERATOR, STEAMBOAT AND CANAL COMPANIES.

COMPILATION FROM ANNUAL STATISTICAL REPORTS OF ALL RAILROAD COMPANIES OPERATING  
IN NORTH CAROLINA, SHOWING CAPITALIZATION, OPERATING REVENUES, ETC.,  
FOR YEARS ENDING DECEMBER 31, 1916 AND 1917.

REPORT OF CONDITIONS OF STATE BANKS, ETC.

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# STATEMENT OF ASSESSMENT PUBLIC SERVICE CORPORATIONS

## RECAPITULATION.

	Mileage 1917		Mileage 1918		1917	1918
	Main Line	Sidings	Main Line	Sidings	Valuation	Valuation
Atlantic Coast Line Railroad ...	950.81	308.92	950.80	308.92	\$34,645,345	\$ 34,645,345
Norfolk Southern Railroad .....	688.31	102.50	694.326	129.00	7,227,255	7,227,255
Norfolk Southern Railroad, A. and N. C. Division .....	95.00	25.30	95.91	27.31	1,479,055	1,479,055
Seaboard Air Line Railway .....	609.92	247.33	609,918	247.33	20,125,000	20,125,000
Southern Railway—owned lines..	590.08	157.94	590.08	157.94	25,907,719	25,907,719
Southern Railway—leased lines..	773.99	223.04	773.98	223.04	23,817,133	23,817,133
Miscellaneous railroads.....	1,250.55	210.46	1,238.52	216.71	12,235,315	12,185,911
<b>Total, railroads.....</b>	<b>4,958.66</b>	<b>1,275.49</b>	<b>4,953.534</b>	<b>1,310.25</b>	<b>125,436,822</b>	<b>125,387,418</b>
					Total Valuation	
					1917	1918
Electric light, street railway, and gas companies.....					\$ 10,951,850	\$ 11,232,591
Bridge and canal companies.....					90,980	93,920
Private car lines.....					64,550	62,750
Steamboat companies.....					95,750	90,500
Flume and turnpike companies.....					211,565	20,747
Telephone companies.....					3,119,223	3,253,293
Waterworks companies.....					163,515	166,260
Southern Express Company.....					650,000	70,246
Pullman Company.....					487,226	487,226
Telegraph companies.....					997,287	997,287
<b>Totals.....</b>					<b>16,641,946</b>	<b>16,474,820</b>
<b>Grand totals.....</b>					<b>142,078,768</b>	<b>141,862,238</b>



**Statement Showing Total Assessed Value of all Railroads and Railroad Property in the State as Determined  
by the Corporation Commission for the Years 1917 and 1918.**

	1917		1918	
	Valuation	Value per Mile	Valuation	Value per Mile
Atlantic Coast Line Railroad.....	\$ 34,645,345	\$ 36,437.71	\$ 34,645,345	\$ 36,438.09
Norfolk Southern Railroad.....	7,227,255	10,500.00	7,227,255	10,409.02
Norfolk Southern Railroad, A. and N. C. Division.....	1,479,055	15,569.00	1,479,055	15,421.28
Seaboard Air Line Railway.....	20,125,000	32,936.13	20,125,000	32,996.20
Southern Railway—owned lines.....	25,907,719	43,905.43	25,907,719	43,905.43
Southern Railway—leased lines:				
Asheville and Craggy Mountain Railway ..	10,000	4,424.78	10,000	4,424.78
Asheville Southern Railway.....	10,000	4,694.84	10,000	4,694.84
Asheville and Spartanburg Railroad.....	1,034,828	24,697.56	1,034,828	24,697.50
Atlanta and Charlotte Air Line Railway...	2,195,340	50,829.82	2,195,340	50,829.82
Atlantic and Danville Railway.....	219,534	9,978.81	219,534	9,978.81
Atlantic and Yadkin Railway.....	1,975,806	12,265.99	1,975,806	12,265.99
Carolina, Tennessee, and Southern Railway	41,700	3,000.00	41,700	3,000.00
Danville and Western Railway.....	71,600	8,000.00	71,600	8,000.00
High Point, Randleman, Asheboro and Southern Railroad.....	367,445	13,720.87	367,445	13,720.87
North Carolina Railroad.....	15,636,703	70,056.91	15,636,703	70,056.91
North Carolina Midland Railroad.....	1,207,437	22,556.26	1,207,437	22,556.26
North and South Carolina Railroad.....	12,282	3,292.76	12,282	3,292.76
South Carolina and Georgia Extension Railroad.....	349,059	5,488.35	349,059	5,488.35
State University Railroad.....	33,391	3,293.00	33,391	3,293.00
Tallulah Falls Railway.....	108,333	7,471.24	108,333	7,471.24
Transylvania Railroad.....	273,649	6,499.98	273,649	6,499.98
Yadkin Railroad.....	270,026	6,586.00	270,026	6,586.00
Total, Southern Railway—leased .....	23,817,133	30,771.88	23,817,133	30,771.88
Total, Southern Railway—owned and leased.....	49,724,852	36,453.29	49,724,852	36,453.29
Miscellaneous Railroads:				
Aberdeen and Rockfish Railroad.....	\$ 177,000	\$ 3,000.00	\$ 177,000	\$ 3,000.00
Appalachian Railway.....	21,735	3,500.00	21,735	2,217.85
Asheville and East Tennessee Railroad...	31,700	5,000.00	31,700	5,000.00
Atlantic and Carolina Railroad.....	14,295	1,500.00	14,295	1,500.00
Atlantic and Western Railroad.....	84,000	3,500.00	84,000	3,500.00
Black Mountain Railway.....	98,638	4,217.10	98,638	4,217.10
Bonlee and Western Railway.....	33,000	3,000.00	33,000	3,182.25
Carolina and Northwestern Railway.....	567,000	6,494.85	567,000	6,494.85
Carolina and Yadkin River Railway.....	121,835	3,500.00	121,835	3,500.00
Carolina, Atlantic and Western Railway...	66,720	6,000.00	66,720	6,000.00
Carolina, Clinchfield and Ohio Railway...	2,798,735	24,000.81	2,798,736	24,000.81
Carolina Railroad.....	45,500	3,500.00	45,500	3,500.00
Cliffside Railroad.....	21,333	4,266.60	21,333	4,266.66
Dover and Southbound Railroad.....	61,000	2,500.00	61,000	2,500.00
Durham and South Carolina Railroad.....	149,520	4,000.00	149,520	4,030.19
Durham and Southern Railroad.....	1,251,140	22,000.00	1,251,140	22,000.00
East Carolina Railway.....	110,000	2,997.28	110,000	2,997.28
East Tennessee and Western North Caro- lina Railroad.....	31,800	10,000.00	31,800	10,000.00
Elkin and Alleghany Railway.....	52,500	3,500.00	52,500	3,500.00
Kinston-Carolina Railroad.....	55,000	1,718.75	55,000	1,718.75

## RAILROADS—Continued.

	1917		1918	
	Valuation	Value per Mile	Valuation	Value per Mile
Laurinburg and Southern Railroad.....	\$ 144,000	\$ 8,000.00	\$ 144,000	\$ 8,000.00
Lawndale Railway and Industrial Co.....	20,000	2,207.50	20,000	2,207.50
Linville River Railway.....	47,200	2,000.00	47,500	2,000.00
Louisville and Nashville Railroad.....	79,260	6,022.79	79,260	6,022.79
Madison County Railway.....	35,000	3,500.00	24,500	3,500.00
Maxton, Alma and Southbound Railroad...	37,875	2,500.00	37,875	2,500.00
Mount Airy and Eastern Railway.....	10,000	2,000.00	10,000	2,000.00
New Hanover Transit Co.....	5,450	1,542.85	5,450	1,542.85
Norfolk and Western Railway.....	2,227,995	24,802.35	2,227,995	24,802.35
Northampton and Hertford Railroad.....	20,000	2,500.00	20,000	2,500.00
Piedmont and Northern Railroad.....	468,800	20,000.00	468,800	20,000.00
Piedmont and Northern Railroad—Belmont Spur.....	9,570	3,000.00	9,570	3,000.00
Raleigh and Charleston Railroad.....	130,000	6,262.04	130,000	6,262.04
Randolph and Cumberland Railway.....	50,000	2,222.22	50,000	2,222.22
Red Springs and Bowmore Railroad.....	15,000	1,363.63		
Roanoke Railway.....	19,740	3,500.00	19,740	3,500.00
Roanoke River Railway.....	38,500	3,850.00		
Rockingham Railroad.....	74,900	3,500.00	74,900	3,500.00
Smoky Mountain Railway.....	24,000	2,500.00	24,000	2,492.21
Tennessee and North Carolina Railroad...	72,000	4,247.79	72,000	4,247.79
Virginia and Carolina Southern Railroad...	218,625	3,993.15	218,625	3,993.15
Virginia-Carolina Railway.....	244,110	6,011.08	244,110	6,011.08
Warrenton Railroad.....	18,000	6,000.00	18,000	6,000.00
Washington and Vandemere Railroad.....	90,000	2,250.00	90,000	2,273.30
Watauga and Yadkin River Railroad.....	116,800	4,000.00	116,800	4,000.00
Wellington and Powellsville Railroad.....	55,000	2,500.00	55,000	2,500.00
Wilmington, Brunswick and Southern Railroad.....	80,534	2,666.69	80,534	2,666.69
Winston-Salem Southbound Railway.....	2,104,800	24,000.00	2,104,800	24,000.00
Totals—miscellaneous.....	12,249,610	9,721.29	12,185,911	9,839.09
Totals—all lines.....	125,451,117	25,250.87	125,387,418	25,312.68



# ELECTRIC LIGHT, STREET RAILWAY AND GAS COMPANIES

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Ahoscie Light and Power Co.....	E. R. Conger, President.....	Edenton.....	\$ 2,575	\$ 2,575
Alamance Power Co.....	J. C. Staley, Trustee.....	Graham.....	1,000	1,000
Asheville Power and Light Co.....	H. W. Plummer, Vice-President.....	Asheville.....	775,000	775,000
Benson Electric Light Co.....	Alonzo Parrish, President.....	Benson.....	2,630	4,900
Blue Ridge Interurban Railway Co.....	W. S. Montgomery, President.....	Spartanburg, S. C.....		1,086
Brevard Light and Power Co.....	J. H. Pickelsimer, Secretary.....	Brevard.....	5,000	6,100
Bridgeton Light and Power Co.....	J. V. Blades, Secretary.....	New Bern.....	600	500
Broad River Electric Power Co.....	Charles H. Haynes, President.....	Cliffside.....	5,582	5,582
Carolina Electric Co.....	H. C. McNair, President.....	Maxton.....		10,000
Carolina Power and Light Co.....	Charles E. Johnson, President.....	Raleigh.....	1,243,075	1,318,197
Carolina-Tennessee Power Co.....	E. H. Shufro, Treasurer.....	Murphy.....	33,635	33,635
Carters Falls Power Co.....	R. L. Hubbard, President.....	Elkin.....	8,000	8,000
Cascade Power Co.....	J. H. Pickelsimer, Secretary.....	Brevard.....	28,750	25,750
Catawba Manufacturing and Electric Power Co.....	E. C. Marshall, Treasurer.....	Charlotte.....	31,412	46,232
Catawba Valley Light and Power Co.....	H. L. Miller, President.....	Morganton.....	11,840	32,083
Charlotte Electric Railway Co.....	Z. V. Taylor, President.....	Charlotte.....		
Citizens Light and Power Co.....	B. M. Tuttle, Secretary.....	Lenoir.....	12,000	10,000
Concord and Kannapolis Gas Co.....	J. S. Palmer, Vice-President.....	Concord.....		27,300
Concord Gas Co.....	Charles B. Wagoner, Receiver.....	Concord.....	26,250	
Conover Electric Co.....	A. L. Shuford, President.....	Conover.....	1,000	1,000
Canton Electric and Telegraph Co.....	J. E. Tate, Secretary.....	Canton.....	12,000	
Dillsboro and Sylva Electric Light Co.....	E. L. McKee, President.....	Sylva.....	17,450	17,932
Durham Traction Co.....	R. L. Lindsay, Manager.....	Durham.....	400,000	400,000
Electric Light and Power Co.....	J. R. McQueen, President.....	Pinehurst.....	24,096	22,000
Electric Company of Elizabeth City.....	R. E. Lewis, Secretary.....	Elizabeth City.....	39,800	39,800
Elk Park Electric Light and Power Co.....	A. P. Brinkley, President.....	Elk Park.....		3,000
Fayetteville Light and Power Co.....	A. R. Moffitt, Secretary.....	Fayetteville.....	30,000	14,000
Franklin Light and Power Co.....	H. O. Cozard, President.....	Franklin.....	10,500	10,500
Goldsboro Gas Co.....	B. D. Harriman, Manager.....	Goldsboro.....		6,830
Goldsboro Gas and Fuel Co.....	George H. Warner, Treasurer.....	New Bern.....	6,830	

## ELECTRIC LIGHT, STREET RAILWAY AND GAS COMPANIES—Continued.

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Goldsboro Electric Railway.....	George S. Dewey, President.....	Goldsboro.....	\$.....	\$ 6,000
Graham Water and Electric Co.....	E. L. Henderson, Secretary.....	Graham.....	10,000	-----
Hendersonville Light and Power Co.....	R. M. Oates, President.....	Hendersonville.....	25,000	-----
Hiwassee River Power Co.....	P. Nelson, Secretary.....	Murphy.....	16,449	12,680
Highlands Traction Co.....	H. M. Bascom, President.....	Highlands.....	1,000	1,000
Hillsboro Power and Light Co.....	H. S. Cates, President.....	Hillsboro.....	-----	2,500
Jacksonville Electric Light Co.....	John A. Jones, Secretary.....	Jacksonville.....	1,500	-----
Laurel Park Street Railway Co.....	W. A. Smith, President.....	Hendersonville.....	-----	12,000
Leaksville Light and Power Co.....	E. B. King, Secretary.....	Leaksville.....	20,990	18,000
Light and Power Co.....	J. F. McNair, President.....	Laurinburg.....	10,000	10,000
Linville Electric Co.....	W. C. Erwin, President.....	Morganton.....	6,750	-----
Madison Light and Power Co.....	J. H. White, President.....	Marshall.....	6,500	6,500
Marion Light and Power Co.....	R. H. Bennett, President.....	Marion.....	5,000	7,500
Murphy Light and Power Co.....	J. E. Fain, President.....	Murphy.....	5,000	5,000
New Bern Gas Co.....	S. W. Brown, Manager.....	New Bern.....	29,400	29,400
New Bern-Ghent Street Railway Co.....	C. J. McCarthe, Secretary.....	New Bern.....	9,000	9,000
North Carolina Electrical Power Co.....	W. E. Reid, Secretary.....	Asheville.....	306,556	334,556
North Carolina Public Service Co.....	C. B. Hole, President.....	Greensboro.....	350,000	358,300
Norwood Electric and Water Co.....	J. V. Barringer, President.....	Norwood.....	2,500	2,500
Norwood Power and Light Co.....	J. F. Shinn, President.....	Norwood.....	1,500	2,000
Piedmont Power and Light Co.....	J. H. Bridgers, President.....	Burlington.....	-----	123,570
Piedmont Railway and Electric Co.....	J. H. Bridgers, President.....	Burlington.....	123,570	-----
Plymouth Light and Ice Co.....	L. C. Willoughby, Manager.....	Plymouth.....	8,000	7,525
Randolph Power Co.....	N. F. Farlow, Secretary.....	Randleman.....	2,000	2,750
Rich Square Electric Light and Power Co.....	J. H. Boyce, Secretary.....	Rich Square.....	2,000	2,000
Roanoke Rapids Power Co.....	J. T. Chase, Manager.....	Roanoke Rapids.....	300,000	300,000
Roanoke River Development Co.....	C. B. Buchanan, President.....	Richmond, Va.....	40,000	40,000
Roxboro Light and Power Co.....	M. R. Long, President.....	Roxboro.....	4,500	4,500
Salisbury and Spenceer Railway Co.....	C. B. Hole, President.....	Greensboro.....	150,000	91,700
Sampson Power Co.....	C. W. Petty, Secretary.....	Clinton.....	5,200	5,000



Shoals Power Co.....	J. F. Benbow, President.....	Winston-Salem.....	3,448	3,448
Smitherman Power Co.....	W. G. Smitherman, President.....	Troy.....	40,000	30,000
Southern Gas Improvement Co.....	T. W. Upton, Manager.....	Henderson.....	12,075	12,075
Southern Power Co.....	E. C. Marshall, Assistant Secretary.....	Charlotte.....	1,650,000	1,650,000
Southern Public Utilities Co.....	E. C. Marshall, Treasurer.....	Charlotte.....	1,500,000	1,500,000
Statesville Gas, Light and Fuel Co.....	M. E. Love, Manager.....	Statesville.....	18,700	---
Tallassee Power Co.....	G. R. Gibbons, Secretary.....	Badin.....	1,308,449	1,502,480
Tidewater Power Co.....	Hugh MacRae, President.....	Wilmington.....	775,000	775,000
Virginia-Carolina Power Co.....	George C. Green, Director.....	Weldon.....	30,021	30,021
Warrenton Electric Light Co.....	W. G. Rogers, President.....	Warrenton.....	5,000	5,000
Washington Gas Co.....	S. C. Bragaw, Secretary.....	Washington.....	---	10,300
Water Electric Co.....	Q. E. Herman, Secretary.....	Hickory.....	---	525
Weaverville Electric Co.....	Stanley Howland, President.....	Asheville.....	2,000	2,000
Western Carolina Power Co.....	E. C. Marshall, Secretary.....	Charlotte.....	145,971	195,971
Williamston Electric Co.....	W. C. Manning, President.....	Williamston.....	6,000	6,000
Windsor Electric and Power Co.....	J. F. Stokes, President.....	Windsor.....	4,000	4,000
Winston-Salem Gas Co.....	J. B. Smith, Manager.....	Winston.....	135,000	135,000
Yadkin River Power Co.....	Charles E. Johnson, President.....	Raleigh.....	1,144,766	1,153,788
Totals.....			10,951,850	11,232,591

## BRIDGE AND CANAL COMPANIES

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Belmont Bridge Co.....	D. P. Stowe, Secretary.....	Belmont.....	\$ 2,300	\$ 3,500
D. N. Bennett Ferry Co.....	D. N. Bennett, President.....	Norwood.....	600	2,000
Blewett Falls Ferry Co.....	C. P. Stewart, President.....	Pee Dee.....		750
Brunswick Bridge and Ferry Co.....	R. B. Shepard, Secretary.....	Wilmington.....	21,100	21,970
Catawba Ferry Co.....	John M. Parter, President.....	Charlotte.....	200	
Catawba-Statesville Ferry Co.....	Oscar Sherrill, President.....	Catawba.....	250	200
Catawba Toll Bridge Co.....	J. H. McAden, Secretary.....	Charlotte.....		1,000
Halifax and Northampton Bridge Co.....	G. E. Ransom, President.....	Weldon.....	7,500	7,500
Lake Drummond Canal and Water Co.....	M. K. King, President.....	Norfolk, Va.....	20,000	20,000
Milton Bridge Co.....	J. I. King, Treasurer.....	Milton.....	4,000	4,000
Piedmont Toll Bridge Co.....	O. D. Davis, Secretary.....	Salisbury.....	11,000	11,000
Roanoke Rapids Bridge Co.....	Wells D. Tillery, President.....	Roanoke Rapids.....	20,000	20,000
Sladesville Canal Co.....	Z. T. Fortescue, President.....	Scranton.....	530	500
Swan Quarter Canal Co.....	A. Berry, President.....	Swan Quarter.....	1,500	1,500
Yadkin Bridge Co.....	W. A. Martin, President.....	East Bend.....	2,000	
Totals.....			90,980	93,920



## REFRIGERATOR COMPANIES.

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
American Cotton Oil Co.....	E. C. Page, Car Accountant.....	New York, N. Y.....	\$ 4,000	\$ 2,000
American Refrigerator Transit Co.....	H. B. Cooser, General Manager.....	St. Louis, Mo.....	1,600	1,600
Armour & Co.....	O. O. Mills, Car Accountant.....	Chicago, Ill.....	7,500	7,500
Cudahy Packing Co.....	Thomas Creigh, Clerk.....	Chicago, Ill.....	200	200
Fruit Growers Express Co.....	F. W. Ellis, President.....	Chicago, Ill.....	17,500	17,500
Southern Cotton Oil Co.....	Jones Fuller, Attorney.....	Durham, N. C.....	21,000	21,000
The Streets Co.....	F. J. Reichmann, President.....	Chicago, Ill.....	250	250
Swift Refrigerator Transportation Co.....	S. O. Pearce, President.....	Chicago, Ill.....	2,000	2,000
Union Refrigerator Transportation Co.....	D. J. O'Connor, Superintendent.....	Milwaukee, Wis.....	700	700
Union Tank Line Co.....	E. F. Cook, Secretary.....	New York, N. Y.....	10,600	10,000
Totals.....			64,550	62,750

## STEAMBOAT COMPANIES

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Albemarle Steam Navigation Co.....	J. A. Pretlow, President.....	Franklin, Va.....	\$ 27,000	\$ 27,000
Carolina Transportation Co.....	R. C. Ruark, Secretary.....	Wilmington.....	7,500	7,500
Chowan Motor Co.....	L. J. Lawrence, Treasurer.....	Murfreesboro.....	4,000	4,000
Eastern Carolina Transportation Co.....	D. R. Scott, General Manager.....	Elizabeth City.....	7,500	8,000
Fairfield and Elizabeth City Transportation Co.....	W. W. Newbern, General Manager.....	Fairfield.....	3,500	3,500
Independent Steamboat Co.....	N. J. Jones, President.....	New Bern.....	4,000	4,000
New Holland Boat Line Co.....	D. N. Graves, President.....	New Holland.....	1,000	100
North River Line, Inc.....	W. H. Gallop, President.....	Jarvisburg.....	22,500	22,500
T. H. Pritchard Transportation Co.....	T. H. Pritchard, President.....	Swansboro.....	600	500
Roanoke and Tar River Steamboat Co.....	A. T. Crawford, Secretary.....	Williamston.....	2,250	3,000
Seven Springs Steamboat Co.....	C. F. Harvey, Secretary.....	Kinston.....	400	400
Sladesville Transportation Co.....	J. A. Lupton, Treasurer.....	Scranton.....	500	1,000
Weeksville Transportation Co.....	C. R. Pugh, Secretary.....	Elizabeth City.....	500	500
Wilmington Towing Co.....	R. R. Stowe, President.....	Wilmington.....	15,000	16,000
Totals.....			95,750	90,500



## FLUME AND TURNPIKE COMPANIES

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Blowing Rock Line.....	W. L. Ernest, President.....	Lenoir.....	\$ 290	\$ 390
Boone and Blowing Rock Turnpike Co.....	J. A. Lentz, President.....	Blowing Rock.....	1,250	1,032
Fairfield Canal and Turnpike Co.....	B. A. Williams, Secretary.....	Fairfield.....	10,000	10,000
Lenoir and Blowing Rock Turnpike Co.....	G. F. Harper, President.....	Lenoir.....	10,000	9,300
Valle Crucis and Blowing Rock Turnpike Co.....	L. M. Farthing, Secretary.....	Valle Crucis.....	25	25
Totals.....			21,565	20,747

## TELEPHONE COMPANIES

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Albemarle Telephone Co.....	J. S. Efrid, Secretary.....	Albemarle.....	\$ 10,500	\$ 10,500
American Telephone and Telegraph Co.....	A. E. Holcomb, President.....	New York, N. Y.....	175,418	186,070
Amity Telephone Co.....	L. J. Freel, Secretary.....	Statesville.....	500	500
Andrews Telephone Co.....	H. H. Hyde, Manager.....	Andrews.....	1,500	1,800
Archer Telephone Co.....	J. W. Barnes, Secretary.....	Clayton.....	750	750
Asheboro Telephone Co.....	E. H. Morris, Secretary.....	Asheboro.....	5,000	5,000
Asheville Telephone and Telegraph Co.....	W. T. Gentry, President.....	Atlanta, Ga.....	207,214	210,674
Aurora Telephone Co.....	T. Litchfield, Secretary.....	Aurora.....	1,000	300
Belvidere-Hertford Telephone Co.....	W. E. White, Secretary.....	Hertford.....	2,500	2,500
Bertie Telephone Co.....	R. L. Freeman, Secretary.....	Powellsville.....	1,500	1,500
Bethlehem Telephone Co.....	J. S. Lewis, Secretary.....	Walnut Cove.....	200	200
Big Creek Telephone Co.....	R. S. Collins, Secretary.....	Francisco.....	5,000	5,000
Black Mountain Telephone Co.....	A. E. Brown, Secretary.....	Canton.....	10,000	10,000
Boiling Springs Telephone Co.....	E. B. Hamrick, Treasurer.....	Boiling Springs.....	1,050	1,050
Bonlee Telephone Co.....	W. H. Garner, Manager.....	Goldston.....	2,500	4,000
Brown Summit Telephone Co.....	F. L. Lambeth, Secretary.....	Brown Summit.....	500	500
Bryson City Telephone Co.....	A. M. Frye, President.....	Bryson City.....	4,000	4,000
Cabin and Beulaville Telephone Co.....	E. B. Bishop, Secretary.....	Hallsville.....	1,200	1,800
Camden Telephone Co.....	M. W. Forebee, President.....	Camden.....	2,000	2,000
Candler Mutual Telephone Co.....	J. E. Morgan, President.....	Candler.....	1,500	1,500
Cane Creek Telephone Co.....	J. G. Braxton, Secretary.....	Saxapahaw.....	1,500	1,500
Cardenas Telephone Co.....	E. H. Ballentine, Secretary.....	Walthall.....	3,650	3,650
Caroleen and Henrietta Telephone Co.....	Ed. Thompson, President.....	Bostic.....	2,000	2,000
Carolina Telephone and Telegraph Co.....	C. A. Johnson, Vice-President.....	Tarboro.....	380,000	380,000
Chapel Hill Telephone Co.....	M. E. Hogan, Secretary.....	Chapel Hill.....	5,000	5,000
Cherryfield-Rosman Telephone Co.....	J. C. Whitmire, President.....	Cherryfield.....	200	200
Cherry Mountain Rural Telephone Co.....	T. Hollifield, Secretary.....	Bostic.....	500	500
Chowan and Roanoke Telephone Co.....	W. M. Sitterson, Secretary.....	Colerain.....	4,500	3,000
Chowan Telephone Co.....	T. C. White, President.....	Edenton.....	1,500	1,500
Clayton Telephone Co.....	Jesse C. Ellis, Secretary.....	Clayton.....	3,500	3,500



Cliffside Telephone Co.....	Charles H. Haynes, President.....	Cliffside.....	2,000	1,500
Clio Telephone Co.....	T. A. Summers, President.....	Statesville.....	1,000	800
Coleridge Telephone Co.....	D. H. Lambert, President.....	Coles Store.....	2,000	2,000
Concord Telephone Co.....	W. C. Houston, President.....	Concord.....	10,000	10,000
Consolidated Telephone Co.....	J. D. Johnson, President.....	Garland.....	5,000	-----
Coolee Telephone Co.....	H. E. Barnes, President.....	Coolee.....	2,000	2,000
Coöperative Telephone Co.....	J. F. Cole, President.....	Carthage.....	3,000	3,000
Cullowhee Telephone and Power Co.....	R. V. Brown, Secretary.....	Cullowhee.....	500	500
Currituck Telephone Co.....	W. L. Owens, Secretary.....	Elizabeth City.....	3,500	3,500
Donaha-East Bend Telephone Co.....	T. W. Martin, President.....	East Bend.....	100	100
Dare County Telephone Co.....	R. B. Etheridge, President.....	Manteo.....	1,190	1,000
Davidson Telephone Co.....	E. S. Craven, Secretary.....	Welcome.....	200	200
Deep River Telephone Co.....	A. J. Bolling, Secretary.....	High Point.....	200	200
Dennis Telephone Co.....	L. M. Disher, President.....	Walkertown.....	800	800
Denton Telephone Co.....	B. I. Harrison, President.....	Denton.....	800	800
East Bend Telephone Co.....	J. W. Doub, President.....	East Bend.....	200	200
Eastern Telephone Co.....	S. L. Ross, President.....	Robersonville.....	5,000	5,000
East Lake Telephone Co.....	J. B. Pinner, President.....	East Lake.....	200	200
Ellenboro Telephone Co.....	D. M. Harrill, President.....	Ellenboro.....	500	500
Ether Rural Telephone Co.....	E. P. Freeman, Secretary.....	Ether.....	1,000	1,000
Fairmont-Silver Hill Telephone Co.....	C. M. Hunter, President.....	Lexington.....	750	750
Falling Creek Telephone Co.....	W. E. Blackman, Secretary.....	Goldsboro.....	500	500
Farmers and Merchants Telephone Co.....	G. B. Royster, President.....	Virginia, Va.....	300	300
Farmers Mutual Telephone Co.....	R. E. Brown, President.....	Garysburg.....	500	500
Farmers Mutual Telephone Co.....	C. W. Williams, President.....	Greensboro.....	200	200
Farmers Quickstep Telephone Co.....	D. F. Tillotson, President.....	King.....	4,000	4,000
Farmers Rural Telephone Co.....	J. N. McRae, Secretary.....	Maxton.....	200	200
Forest City-Rutherfordton Telephone Co.....	H. A. Barnes, President.....	Union Mills.....	1,000	1,000
Forest City Telephone Co.....	Ed. Thompson, President.....	Bostic.....	2,500	1,500
Franklin Telephone and Electric Co.....	W. L. McCoy, President.....	Dillard, Ga.....	2,500	2,500
Fremont Telephone Co.....	T. C. Hill, President.....	Fremont.....	4,000	4,000
Garner Telephone Co.....	D. H. Buffalo, Vice-President.....	Garner.....	500	500
Gaston County Rural Telephone Co.....	P. S. Carpenter, President.....	Crouse.....	600	600
Gibsonville Telephone Co.....	A. B. Owen, President.....	Gibsonville.....	3,500	2,750
Good Will Telephone Co.....	S. A. Pegram, President.....	Stokesdale.....	800	800
Granite Telephone Co.....	D. M. Cline, Secretary.....	Granite Falls.....	1,000	1,000
Green River Telephone Co.....	F. C. Mills, Secretary.....	Rutherfordton.....	200	200
Guilford Rural Telephone Co.....	C. O. Meredith, President.....	Guilford College.....	2,500	2,500
Hallsville Telephone Co.....	R. D. Carr, Secretary.....	Magnolia.....	500	500

## TELEPHONE COMPANIES—Continued.

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Hamby Creek Telephone Co.....	J. D. Carter, President.....	Thomasville.....	\$ 200	\$ 300
Harmony Telephone Co.....	T. B. Gaither, President.....	Harmony.....	800	800
Harrisburg Telephone Co.....	J. E. Morrison, Secretary.....	Harrisburg.....	500	---
Hickory Electric Co.....	J. D. Elliott, President.....	Hickory.....	11,000	11,000
Hicks Telephone Co.....	D. T. Hicks, President.....	Lasker.....	2,000	2,000
Home Telephone Co.....	J. P. Taylor, President.....	Richmond, Va.....	376,500	400,000
Horton Telephone Co.....	H. W. Horton, President.....	North Wilkesboro.....	6,000	6,000
Huntersville Telephone Co.....	R. S. Blythe, Secretary.....	Huntersville.....	1,500	1,500
Hyde County Telephone Co.....	J. B. Clark, President.....	Belhaven.....	2,500	2,000
Independent Telephone Co.....	J. F. Hayden, President.....	High Point.....	300	300
Inter-County Telephone Co.....	B. W. Leavitt, Secretary.....	Southern Pines.....	200	200
International Telephone Co.....	S. H. Marshall, President.....	Spray.....	4,500	5,000
Interstate Telephone and Telegraph Co.....	R. H. Wright, President.....	Durham.....	75,000	75,000
Iredell Telephone Co.....	H. P. Grier, President.....	Statesville.....	30,000	34,500
Kernersville Telephone Co.....	A. N. Linville, Secretary.....	Kernersville.....	800	800
Knotts Island Telephone Co.....	P. C. Jones, President.....	Woodleigh.....	500	500
Lattimore Telephone Co.....	J. S. Blanton, Secretary.....	Lattimore.....	400	1,000
Laurel Telephone Co.....	R. M. Wallin, President.....	Big Laurel.....	500	500
Lee Telephone Co.....	J. W. Lee, President.....	Thomasville.....	200	200
Leicester Telephone Co.....	J. S. Wells, President.....	Leicester.....	1,200	1,200
Lenoir Electric Co.....	J. H. Beall, Secretary.....	Lenoir.....	10,000	10,000
Lexington Telephone Co.....	J. T. Hedrick, President.....	Lexington.....	10,000	10,000
Liberty Telephone Co.....	C. P. Smith, Jr., Secretary.....	Liberty.....	1,500	2,000
Linwood Telephone Co.....	D. J. Williams, Secretary.....	Linwood.....	200	---
Lowerstone Telephone Co.....	C. M. Fisher, President.....	Rockwell.....	800	800
Madison Telephone Co.....	J. V. Erskine, President.....	Weaverville.....	150	150
Marion Telephone Co.....	W. A. McCall, President.....	Marion.....	3,000	3,000
Mebane-Ridgeway Telephone Co.....	J. R. Smith, Secretary.....	Prospect Hill.....	1,000	1,000
Merchants Telephone and Telegraph Co.....	J. D. Johnson, Secretary.....	Middlesex.....	1,200	1,200
Midway Telephone Co.....	J. T. Bailey, President.....	Winston-Salem.....	2,500	2,500



Mocksville Telephone Co.....	L. G. Horn, President.....	Mocksville.....	1,250	1,250
Monroe Telephone Co.....	J. M. Belk, President.....	Monroe.....	15,000	15,000
Mooreville Telephone Co.....	J. A. Harrill, President.....	Mooreville.....	7,900	7,900
Morris Telephone Co.....	Mrs. J. D. Morris, Secretary.....	Roxboro.....	4,000	4,000
Mount Airy Telephone Co.....	R. W. Watson, President.....	Mount Airy.....	12,000	12,000
Mount Gilead Telephone and Electric Co.....	F. McAulay, President.....	Mount Gilead.....	2,000	2,000
Muddy Creek Telephone Co.....	J. E. Brewer, President.....	Clemmons.....	500	500
Nash Telephone Co.....	G. C. Phillips, President.....	Battleboro.....	1,000	1,000
Newland Telephone Co.....	F. W. VonCannon, President.....	Banners Elk.....	1,000	1,000
Norfolk and Carolina Telephone and Telegraph Co.....	L. S. Blades, President.....	Elizabeth City.....	65,000	65,000
North Buncombe Telephone Co.....	J. V. Erskine, President.....	Weaverville.....	600	600
Northern Granville Telephone Co.....	J. W. Daniel, President.....	Oxford.....	200	200
North State Telephone Co.....	W. H. Ragan, President.....	High Point.....	25,000	30,000
Northwestern Telephone and Telegraph Co.....	G. W. Morrow, President.....	Townsville.....	500	500
Onslow Telephone Co.....	E. L. Cox, Manager.....	Jacksonville.....	7,500	6,000
Orange Telephone Co.....	W. D. Woods, President.....	Hillsboro.....	300	1,500
Orinoco Telephone Co.....	B. C. Lambeth, Secretary.....	High Point.....	400	400
Otter Creek Telephone Co.....	J. C. Taylor, President.....	Union Mills.....	200	200
Pamlico Telephone Co.....	B. E. Reel, President.....	Bayboro.....	5,000	5,000
Paw Creek Telephone Co.....	C. A. Hipp, President.....	Paw Creek.....	200	200
Pender Telephone Co.....	J. R. Hawes, Secretary.....	Atkinson.....	2,500	2,500
Pfafftown Telephone Co.....	C. G. Hunter, Secretary.....	Tobaccoville.....	1,500	2,000
Piedmont Telephone and Telegraph Co.....	W. T. Love, President.....	Gastonia.....	125,000	125,000
Piney Woods Telephone Co.....	C. M. Miller, Secretary.....	Richfield.....	400	400
Pinnacle Telephone Co.....	J. R. Stone, Secretary.....	Pinnacle.....	200	200
Pittsboro Telephone and Telegraph Co.....	J. F. Alston, President.....	Pittsboro.....	200	200
Pittsylvania-Caswell Telephone Co.....	A. S. Gatewood, President.....	Danville, Va.....	200	200
Pleasant Hill Telephone Co.....	J. C. Williams, Secretary.....	Unionville.....	600	600
Folk County Telephone Co.....	F. P. Bacon, President.....	Tryon.....	1,600	1,600
Prospect Telephone Co.....	T. E. Alberton, President.....	High Point.....	120	100
Providence Telephone Co.....	J. F. Sledge, President.....	Danville.....	200	200
Raleigh Telephone Co.....	W. A. Wynne, President.....	Raleigh.....	4,000	4,000
Randleman Telephone Co.....	E. H. Morris, Secretary.....	Asheboro.....	2,500	2,500
Ritchfork Telephone Co.....	C. M. Hammer, Secretary.....	High Point.....	400	400
Riverside Telephone Co.....	H. B. Moore, Secretary.....	Ramseur.....	1,650	1,650
Roanoke-Chowan Telephone Co.....	R. W. Blanchard, Secretary.....	Woodland.....	5,000	5,000
Roanoke Telephone Co.....	J. L. Wilson, President.....	Newton Grove.....	700	500
Rock Ridge Telephone Co.....	W. H. Coleman, Secretary.....	Wilson.....	1,000	1,200
Rocky Creek Telephone Co.....	A. S. Padgett, Secretary.....	Olin.....	400	400

## TELEPHONE COMPANIES—Continued.

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Roseboro and Fayetteville Telephone Co.....	Frank Carr, Secretary.....	Stedman.....	\$.....	\$ 1,000
Rural Telephone Co.....	W. B. Little, Secretary.....	Winston-Salem.....	.....	1,500
Rural Telephone Co.....	J. H. Stem, President.....	Stem.....	500	500
Rutherfordton Telephone Co.....	P. W. Eskridge, Manager.....	Rutherfordton.....	6,000	6,000
St. Paul Telephone Co.....	W. D. Johnson, Secretary.....	St. Paul.....	3,500	3,000
Saluda Telephone Co.....	R. M. Hall, President.....	Saluda.....	500	600
Sampson Telephone Co.....	C. M. Hall, President.....	Orange.....	2,500	2,500
S.—J. Telephone Co.....	K. S. McIver, President.....	Sanford.....	8,000	8,000
Seagrove Telephone Co.....	J. A. Monroe, Secretary.....	Seagrove.....	1,200	1,200
Seattle Telephone Co.....	W. A. Paschal, President.....	Altamahaw.....	300	300
Sedgefield Telephone Co.....	C. F. Pinnex, Secretary.....	Greensboro.....	100	100
Sedge Garden Telephone Co.....	W. H. Smith, President.....	Winston-Salem.....	900	900
Selma Telephone Co.....	C. A. Corbitt, President.....	Selma.....	500	500
Sharon Cooperative Telephone Co.....	W. S. Pharr, Secretary.....	Charlotte.....	300	300
Sharon Telephone Co.....	W. R. Smith, President.....	Shelby.....	500	500
Shoals Telephone Co.....	T. H. Scott, President.....	Shoals.....	300	500
Shore Telephone Co.....	T. A. Stedman, Secretary.....	East Bend.....	200	200
Siler City Light and Telephone Co.....	J. W. Siler, Secretary.....	Siler City.....	12,000	12,000
Siloam Telephone Co.....	C. G. Hill, Secretary.....	Siloam.....	700	700
Snow Camp Telephone Co.....	E. S. Durham, Secretary.....	Snow Camp.....	1,500	1,500
Snow Camp Mutual Telephone Co.....	E. S. Durham, Secretary.....	Snow Camp.....	2,000	-----
Southeast Guilford Telephone Co.....	C. A. Shoffner, Treasurer.....	Climax.....	-----	3,000
Southern Bell Telephone and Telegraph Co.....	W. T. Gentry, President.....	Atlanta, Ga.....	1,304,031	1,380,389
Southside Telephone Co.....	G. T. Sikes, President.....	Creedmoor.....	1,000	1,000
South Yadkin Telephone Co.....	H. N. Sharpe, Secretary.....	Hiddenite.....	800	800
Spring Creek Telephone Co.....	C. C. Brown, Secretary.....	Bluff.....	500	500
Steel Creek Telephone Co.....	J. B. Watt, President.....	Charlotte.....	650	650
Surry and Carroll Telephone Co.....	J. R. McKinny, Secretary.....	Mount Airy.....	600	600
Thomasville Telephone Co.....	J. A. Green, President.....	Thomasville.....	6,500	7,500
Town Fork Telephone Co.....	C. E. Davis, Secretary.....	Walnut Cove.....	250	800



Troy Telephone and Electric Co.....	L. F. Ross, President.....	Asheboro.....	500	600
Tulin Telephone Co.....	C. T. Allison, President.....	Concord.....	500	600
Tyro Telephone Co.....	G. M. Thompson, President.....	Lexington.....	500	500
Tyrrell County Telephone Co.....	E. P. Cohoon, President.....	Columbia.....	3,000	3,000
United Telephone Co.....	L. J. Lawton, President.....	Murfreesboro.....	3,500	3,500
Wadesboro Telephone Co.....	W. T. Rose, Secretary.....	Wadesboro.....	9,000	10,000
Walkertown Telephone Co.....	C. V. Pegram, President.....	Walkertown.....	400	400
Wallace Telephone Co.....	G. R. Ward, President.....	Wallace.....	3,500	2,000
Warfax Telephone Co.....	S. G. Daniel, President.....	Littleton.....	750	750
Washington and Hyde County Telephone Co.....	H. R. Way, President.....	Belhaven.....	10,000	6,000
Watauga Electric Co.....	J. L. Riddle, President.....	Hickory.....	2,000	2,000
Waynesville Telephone Co.....	J. P. Swift, Secretary.....	Waynesville.....	500	500
Williamston Telephone Co.....	W. C. Manning, President.....	Williamston.....	6,000	6,000
Wingate Telephone Co.....	J. W. Bivens, President.....	Wingate.....	2,500	2,500
Yanceyville Telephone Co.....	B. S. Graves, Secretary.....	Yanceyville.....	300	350
Yeopim Telephone Co.....	J. B. Webb, President.....	Edenton.....	500	500
Totals.....			3,119,223	3,253,293

## WATER COMPANIES

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Buckeye Water Co.....	R. P. Hayes, President.....	Asheville.....	\$ 100	\$ 50
Elizabeth City Sewerage Co.....	R. E. Lewis, Secretary.....	Elizabeth City.....	4,300	4,300
Elizabeth City Water and Power Co.....	R. E. Lewis, Secretary.....	Elizabeth City.....	49,000	49,000
Graham Water Co.....	E. S. Parker, Jr., President.....	Graham.....	10,000	10,000
Hamlet Water Co.....	S. O. Bannersfeld, Secretary.....	Hamlet.....	40,290	42,100
Henderson Water Co.....	J. H. Bridgers, Treasurer.....	Henderson.....	35,000	30,150
Highland Sewer and Water Co.....	W. C. Midgett, President.....	Southern Pines.....	3,300	3,300
Interurban Water Co.....	G. S. Powell, Secretary.....	Asheville.....	4,000	---
Oxford Water Co.....	B. S. Royster, President.....	Oxford.....	23,650	23,650
Park Avenue Sewerage Co.....	H. H. Brimley, Treasurer.....	Raleigh.....	1,375	1,150
Wadesboro Sewerage Co.....	J. F. Allen, Secretary.....	Wadesboro.....	2,500	2,500
Totals.....			163,515	166,260

## SOUTHERN EXPRESS COMPANY

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Southern Express Co.....	John Brizzie, Auditor.....	Chattanooga, Tenn.....	\$ 650,000	\$ 70,246



## THE PULLMAN COMPANY

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
The Pullman Company.....	J. F. Kane, Assistant Secretary.....	Chicago, Ill.....	\$ 487,226	\$ 487,226

## TELEGRAPH COMPANIES

Name of Company	Officer	Address	Total Assessed Value	
			1917	1918
Louisburg Telegraph Co.....	E. J. Cheatham, Secretary.....	Franklinton.....	\$ 500	\$ 500
Postal Telegraph-Cable Co.....	Charles P. Bruch, Vice-President.....	New York, N. Y.....	96,787	96,787
Western Union Telegraph Co.....	Ruch Taggart, Vice-President.....	New York, N. Y.....	900,000	900,000
Totals.....			997,287	997,287

## ATLANTIC COAST LINE RAILROAD COMPANY

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	J. R. Kenly.....	Wilmington, N. C.
First Vice-President.....	Lyman Delano.....	Wilmington, N. C.
Second Vice-President.....	R. A. Brand.....	Wilmington, N. C.
Secretary.....	H. L. Borden.....	New York, N. Y.
Treasurer.....	James F. Post.....	Wilmington, N. C.
General Counsel.....	George B. Elliott.....	Wilmington, N. C.
Comptroller.....	H. C. Prince.....	Wilmington, N. C.
General Manager.....	P. R. Albright.....	Wilmington, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
General Superintendents.....	1st Div., W. H. Newell.....	Rocky Mount, N. C.
	2d Div., R. A. McCranie.....	Savannah, Ga.
	3d Div., J. C. Murchison.....	Wilmington, N. C.
Tax Agent.....	C. J. Joseph.....	Wilmington, N. C.

## DIRECTORS.

George C. Jenkins, Baltimore, Md.; Waldo Newcomer, Baltimore, Md.; Warren Delano, New York, N. Y.; F. B. Adams, New York, N. Y.; M. F. Plant, New York, N. Y.; F. W. Scott, Richmond, Va.; E. B. Borden, Goldsboro, N. C.; Donald MacRae, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.; W. W. Mackall, Savannah, Ga.; H. L. Borden, New York, N. Y.

## ROAD OPERATED.

State of North Carolina (miles).....	1,041.53
Entire line (miles).....	4,702.90

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$68,754,700.00	\$*15,294,476.00
Capital stock, per mile.....	14,678.00	14,678.00
Funded debt.....	138,426,635.00	*30,794,226.00
Funded debt, per mile.....	29,553.00	29,553.00
Cost of road.....	140,678,576.52	*31,294,386.00
Cost of road, per mile.....	30,033.00	30,033.00
Cost of equipment.....	39,534,836.52	*8,794,480.00
Cost of equipment, per mile.....	8,440.00	8,440.00
Cost of road and equipment, per mile.....	38,473.00	38,473.00
Operating revenue.....	37,322,085.42	10,217,647.65
Operating expenses.....	24,060,605.21	6,587,793.71
Net operating revenue.....	13,261,480.21	3,629,853.94
Operating revenue, per mile.....	7,895.41	9,823.24
Operating expenses, per mile.....	5,089.97	6,333.50
Total freight revenue.....	25,184,952.15	7,337,663.24
Total passenger train service revenue.....	11,232,099.69	2,704,297.03
Freight revenue, per mile.....	5,327.83	7,054.43
Total number passengers carried earning revenue.....	8,115,053	2,676,097
Passenger service train revenue, per mile.....	\$ 2,376.13	\$ 2,599.91
Revenue from other sources.....	905,033.58	175,687.38
Average receipts per passenger, per mile.....	.02203	.02186
Taxes paid.....	1,843,410.00	468,811.78
Employees: number, 18,765; total compensation.....	13,776,474.87	

\*On mileage basis.



## ATLANTIC COAST LINE RAILROAD COMPANY

YEAR ENDING DECEMBER 31, 1917.

## OFFICERS.

Title	Name	Official Address
President.....	J. R. Kenly.....	Wilmington, N. C.
Vice-President.....	H. L. Borden.....	
Vice-President.....	Lyman Delano.....	Wilmington, N. C.
Vice-President.....	R. A. Brand.....	Wilmington, N. C.
Secretary.....	H. L. Borden.....	New York, N. Y.
Treasurer.....	John T. Reid.....	Wilmington, N. C.
General Counsel.....	George B. Elliott.....	Wilmington, N. C.
Comptroller.....	H. C. Prince.....	Wilmington, N. C.
General Manager.....	R. R. Albright.....	Wilmington, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
General Superintendents.....	1st Div., W. H. Newell.....	Rocky Mount, N. C.
	2d Div., R. A. McCranie.....	Savannah, Ga.
	3d Div., J. C. Murchison.....	Jacksonville, Fla.
Tax Agent.....	C. J. Joseph.....	Wilmington, N. C.

## DIRECTORS.

H. Walters, New York, N. Y.; George C. Jenkins, Baltimore, Md.; Waldo Newcomer, Baltimore, Md.; Warren Delano, New York, N. Y.; F. B. Adams, New York, N. Y.; M. F. Plant, New York, N. Y.; F. W. Scott, Richmond, Va.; E. B. Borden, Goldsboro, N. C.; Donald MacRae, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.; W. W. Mackall, Savannah, Ga.; H. L. Borden, New York, N. Y.; J. R. Kenly, Wilmington, N. C.

## ROAD OPERATED.

State of North Carolina (miles).....	1,047.56
Entire line (miles).....	4,780.64

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$68,756,100.00	\$*15,279,950.00
Capital stock per mile.....	14,650.00	14,650.00
Funded debt.....	143,193,745.00	*31,824,016.00
Funded debt, per mile.....	30,512.00	30,512.00
Cost of road.....	142,277,000.15	*31,620,631.00
Cost of road, per mile.....	30,317.00	30,317.00
Cost of equipment.....	42,613,430.66	*9,470,440.00
Cost of equipment, per mile.....	9,080.00	9,080.00
Cost of road and equipment, per mile.....	39,396.65	39,396.00
Operating revenue.....	44,063,331.25	11,584,617.49
Operating expenses.....	29,773,994.91	7,827,881.00
Net operating revenue.....	14,289,336.34	3,756,736.49
Operating revenue, per mile.....	9,217.04	11,060.78
Operating expenses, per mile.....	6,228.04	7,473.92
Total freight revenue.....	28,960,412.65	8,005,083.19
Total passenger train service revenue.....	14,075,238.27	3,403,392.05
Freight revenue, per mile.....	6,057.85	7,643.11
Total number passengers carried earning revenue.....	9,658,140	2,928,409
Passenger service train revenue, per mile.....	\$ 2,944.22	\$ 3,249.59
Revenue from other sources.....	1,027,680.33	176,142.25
Average receipts per passenger, per mile.....	.02236	.02255
Taxes paid.....	2,264,000.00	487,028.00
Employees: Number, 18,693; total compensation.....	16,087,164.00	

\*On mileage basis.

# NORFOLK SOUTHERN RAILROAD COMPANY

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	Joseph H. Young.....	Norfolk, Va.
Vice-President.....	R. H. Swartwont.....	New York, N. Y.
Secretary.....	Morris S. Hawkins.....	Norfolk, Va.
Treasurer.....	M. Manly.....	Norfolk, Va.
General Counsel.....	Johne, Larkin & Rathbone.....	New York, N. Y.
General Solicitor.....	W. B. Rodman.....	Norfolk, Va.
General Auditor.....	J. C. Nelms, Jr.....	Norfolk, Va.
General Manager.....	Joseph H. Young.....	Norfolk, Va.
Chief Engineer.....	F. L. Nicholson.....	Norfolk, Va.
Mechanical Superintendent.....	J. W. Sasser.....	Norfolk, Va.
General Superintendent.....	J. D. Stack.....	Norfolk, Va.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Norfolk, Va.....	Charlotte, N. C., and branches.....	792.24	907.71

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$16,000,000.00	\$*13,964,632.00
Capital stock, per mile.....	17,626.77	17,626.77
Funded debt.....	17,261,520.89	*15,065,579.50
Funded debt, per mile.....	19,016.56	19,016.56
Cost of road.....	24,981,920.26	} *26,315,327.70
Cost of equipment.....	3,835,405.36	
Cost of road and equipment, per mile.....	36,292.49	38,575.34
Operating revenue.....	4,939,172.28	4,290,997.47
Operating expenses.....	3,272,199.85	2,787,348.45
Net operating revenue.....	1,666,972.43	1,503,649.02
Operating revenue, per mile.....	5,441.35	5,416.28
Operating expenses, per mile.....	3,604.90	3,518.31
Total freight revenue.....	3,463,158.34	3,091,111.79
Total passenger train service revenue.....	1,370,986.64	1,116,181.91
Freight revenue, per mile.....	3,815.27	3,901.74
Total number passengers carried earning revenue.....	2,887,231	2,519,975
Passenger service train revenue, per mile.....	\$ 1,510.38	\$ 1,408.89
Revenue from other sources.....	105,027.30	83,703.77
Average receipts per passenger, per mile.....	.01917	.01756
Taxes paid.....	159,910.73	110,717.53
Employees: Number, 2,068; total compensation.....	1,978,249.81	

\*On mileage basis.



## NORFOLK SOUTHERN RAILROAD COMPANY

YEAR ENDING DECEMBER 31, 1917.

## OFFICERS.

Title	Name	Official Address
President.....	J. H. Young.....	Norfolk, Va.
General Superintendent.....	J. D. Stack.....	Norfolk, Va.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
Treasurer.....	M. Manly.....	Norfolk, Va.
Traffic Manager.....	E. D. Kyle.....	Norfolk, Va.

## DIRECTORS.

Philip Allen, Providence, R. I.; Henry W. Bull, New York, N. Y.; Lewis L. Clarke, New York, N. Y.; E. C. Duncan, Raleigh, N. C.; C. E. Foy, New Bern, N. C.; Harold J. Gross, Providence, R. I.; J. W. Harriman, New York, N. Y.; B. A. Jackson, Providence, R. I.; A. W. Krech, New York, N. Y.; Adrian H. Larkin, New York, N. Y.; S. M. Nicholson, Providence, R. I.; M. J. Perry, Providence, R. I.; R. H. Swartwont, New York, N. Y.; F. A. Sayles, Saylesville, R. I.; S. L. Schoonmaker, New York, N. Y.; J. T. Terry, New York, N. Y.; J. H. Young, Norfolk, Va.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Norfolk, Va.....	Charlotte, N. C., and branches.....	792.24	907.71

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$16,000,000.00	\$*13,964,632.00
Capital stock, per mile.....	17,626.77	17,626.77
Funded debt.....	18,005,800.00	*15,615,276.00
Funded debt, per mile.....	19,836.51	19,836.51
Cost of road.....	24,772,679.18	*21,621,339.00
Cost of road, per mile.....	27,291.40	27,291.40
Cost of equipment.....	3,727,958.85	*2,253,721.00
Cost of equipment, per mile.....	4,106.99	4,106.99
Cost of road and equipment, per mile.....	31,398.39	31,398.39
Operating revenue.....	5,299,913.71	4,625,764.69
Operating expenses.....	3,680,368.17	3,212,225.34
Net operating revenue.....	1,619,545.54	1,413,539.35
Operating revenue, per mile.....	5,838.77	5,838.77
Operating expenses, per mile.....	4,054.56	4,054.56
Total freight revenue.....	3,709,597.11	3,237,736.36
Total passenger train service revenue.....	1,470,787.33	1,279,797.18
Freight revenue, per mile.....	4,086.76	4,086.76
Total number passengers carried earning revenue.....	3,016,958	2,633,201
Passenger service train revenue, per mile.....	\$ 1,615.40	\$ 1,615.40
Revenue from other sources.....	119,529.27	108,231.15
Average receipts per passenger, per mile.....	.0196	.0196
Taxes paid.....		126,362.80

Employees†: Number—general officers, 29; office clerks, 379; station agents, 147; other station men 834; enginemen, 65; firemen, 49; conductors, 64; other trainmen, 143; machinists, 63; carpenters, 74; other shopmen, 281; telegraph operators, 11; section foremen, 114; other trackmen, 337; other employees 494; total, 3,084.

\*On mileage basis. †Entire line.

# ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY

(Leased by Norfolk Southern Railroad Co.)

## OFFICERS.

Title	Name	Official Address
President.....	S. M. Brinson.....	New Bern, N. C.
General Auditor.....	Stacy Wade.....	Morehead City, N. C.
Secretary-Treasurer.....	T. W. Slocumb.....	Goldsboro, N. C.
General Counsel.....	J. H. Davis.....	New Bern, N. C.
Expert.....	A. E. Rountree.....	Kinston, N. C.

## DIRECTORS.

Dempsey Wood, Kinston, N. C.; T. G. Hyman, New Bern, N. C.; G. P. Folk, Raleigh, N. C.; W. B. Drake, Jr., Raleigh, N. C.; W. H. McElwee, Raleigh, N. C.; D. W. Patrick, Snow Hill, N. C.; C. S. Wallace, Morehead City, N. C.; J. K. Dixon, Trenton, N. C.; D. C. McCotter, Cash Corner, N. C.; C. E. Taylor, Wilmington, N. C.; L. H. Cotter, New Bern, N. C.; S. M. Brinson, New Bern, N. C.

## ROAD OPERATED.

Goldsboro, N. C., to Morehead City, N. C. (miles).....	95.00
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 1,797,200.00	\$ 1,797,200.00
Capital stock, per mile.....	18,917.00	18,917.00
Funded debt.....	325,000.00	325,000.00
Funded debt, per mile.....	3,421.00	3,421.00
Cost of road.....	2,122,200.00	2,122,200.00
Cost of road, per mile.....	22,338.94	22,338.94
Employees: Number—general officers.....	4	4
Total compensation.....	\$ 550.00	\$ 750.00

NOTE.—Operating revenue, expenses, taxes, etc., included in report of Norfolk Southern Railroad.



## SEABOARD AIR LINE RAILWAY COMPANY

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	W. J. Harahan.....	Norfolk, Va.
First Vice-President.....	Charles R. Capps.....	Norfolk, Va.
Vice-President.....	W. R. Bonsal.....	Hamlet, N. C.
Vice-President.....	W. L. Seddon.....	Norfolk, Va.
Secretary.....	D. C. Porteous.....	New York, N. Y.
Treasurer.....	Robert L. Nutt.....	Portsmouth, Va.
General Counsel.....	Legh R. Watts.....	Portsmouth, Va.
Comptroller.....	H. W. McKenzie.....	Portsmouth, Va.
Chief Engineer.....	W. D. Faucette.....	Norfolk, Va.
Mechanical Superintendent.....	J. W. Small.....	Portsmouth, Va.
General Manager.....	C. S. Lake.....	Norfolk, Va.

## DIRECTORS.

S. Davies Warfield, Baltimore, Md.; Milton E. Ailes, Washington, D. C.; James A. Blair, New York, N. Y.; Franklin Q. Brown, New York, N. Y.; Charles R. Capps, Norfolk, Va.; F. N. B. Close, New York, N. Y.; James C. Colgate, New York, N. Y.; Samuel L. Fuller, New York, N. Y.; W. J. Harahan, Norfolk, Va.; Wilson S. Kinnear, New York, N. Y.; Mills B. Lane, Savannah, Ga.; L. F. Loree, New York, N. Y.; Robert F. Maddox, Atlanta, Ga.; J. William Middendorf, Baltimore, Md.; Robert C. Ream, New York, N. Y.; Fergus Reid, Norfolk, Va.; W. T. Rosen, New York, N. Y.; Charles H. Sabin, New York, N. Y.; Townsend Scott, Baltimore, Md.; J. P. Taliaferro, Jacksonville, Fla.; George W. Watts, Durham, N. C.; A. H. Wiggin, New York, N. Y.; A. H. Woodard, Birmingham, Ala.; B. F. Yoakum, New York, N. Y.

## ROAD OPERATED.

State of North Carolina (miles).....	628.03
Entire line (miles).....	3,451.34

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$60,950,800.00	\$*11,278,642.00
Capital stock, per mile.....	18,017.00	18,017.00
Funded debt.....	126,218,521.54	*23,355,434.00
Funded debt, per mile.....	37,309.00	37,309.00
Cost of road.....	155,453,866.01	*28,765,326.00
Cost of road, per mile.....	45,951.00	45,951.00
Cost of equipment.....	25,520,224.33	*4,721,918.00
Cost of equipment, per mile.....	7,543.00	7,543.00
Cost of road and equipment, per mile.....	53,494.00	53,494.00
Operating revenue.....	26,184,487.25	7,536,155.92
Operating expenses.....	17,531,906.67	4,182,003.81
Net operating revenue.....	8,652,580.58	3,354,152.11
Operating revenue, per mile.....	7,586.32	11,999.67
Operating expenses, per mile.....	5,079.44	6,658.92
Total freight revenue.....	18,211,895.48	5,488,366.59
Total passenger train service revenue.....	7,022,703.66	1,905,912.37
Freight revenue, per mile.....	5,276.45	8,739.02
Total number passengers carried earning revenue.....	4,758,025	1,280,482
Passenger service train revenue, per mile.....	\$ 2,034.66	\$ 3,034.75
Revenue from other sources.....	949,888.11	141,876.96
Average receipts per passenger, per mile.....	.02137	.02137
Taxes paid.....	1,277,817.78	321,138.63
Employees: Number, 15,768; total compensation.....	10,471,965.99	

\*On mileage basis.



## SEABOARD AIR LINE RAILWAY COMPANY

YEAR ENDING DECEMBER 31, 1917.

## OFFICERS.

Title	Name	Official Address
President.....	W. J. Harahan.....	Norfolk, Va.
First Vice-President.....	Charles R. Capps.....	Norfolk, Va.
Vice-President.....	W. L. Seddon.....	Norfolk, Va.
Vice-President.....	W. P. Bonsal.....	Hamlet, N. C.
Secretary.....	D. C. Porteous.....	New York, N. Y.
Treasurer.....	Robert L. Nutt.....	Portsmouth, Va.
General Counsel.....	E. M. Underwood.....	Portsmouth, Va.
Comptroller.....	H. W. McKenzie.....	Portsmouth, Va.
Chief Engineer.....	W. D. Faucette.....	Norfolk, Va.
Mechanical Superintendent.....	J. W. Small.....	Portsmouth, Va.
General Manager.....	L. C. Fritch.....	Norfolk, Va.

## DIRECTORS.

S. Davies Warfield, Baltimore, Md.; Milton E. Ailes, Washington, D. C.; James A. Blair, New York, N. Y.; Franklin Q. Brown, New York, N. Y.; Charles R. Capps, Norfolk, Va.; F. N. B. Close, New York, N. Y.; James C. Colgate, New York, N. Y.; Samuel L. Fuller, New York, N. Y.; W. J. Harahan, Norfolk, Va.; Mills B. Lane, Savannah, Ga.; L. F. Loree, New York, N. Y.; Robert F. Maddox, Atlanta, Ga.; J. William Middendorf, Baltimore, Md.; Robert C. Ream, New York, N. Y.; Fergus Reid, Norfolk, Va.; W. T. Rosen, New York, N. Y.; Charles H. Sabin, New York, N. Y.; Townsend Scott, Baltimore, Md.; J. P. Taliaferro, Jacksonville, Fla.; George W. Watts, Durham, N. C.; A. H. Wiggan, New York, N. Y.; A. H. Woodard, Birmingham, Ala.; B. F. Yoakum, New York, N. Y.; W. R. Bonsal, Hamlet, N. C.; Pierpont V. Davis, New York, N. Y.

## ROAD OPERATED.

State of North Carolina (miles).....	628.03
Entire line (miles).....	3,461.34

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$60,950,800.00	\$*11,278,642.00
Capital stock, per mile.....	18,017.00	18,017.00
Funded debt.....	131,380,360.22	*24,310,710.00
Funded debt, per mile.....	38,835.00	38,835.00
Cost of road.....	162,215,216.68	*30,019,830.00
Cost of road, per mile.....	47,955.00	47,955.00
Cost of equipment.....	26,362,030.03	*4,877,792.00
Cost of equipment, per mile.....	7,792.00	7,792.00
Cost of road and equipment, per mile.....	55,739.31	55,757.00
Operating revenue.....	30,345,146.01	8,772,875.70
Operating expenses.....	21,717,177.86	5,310,467.75
Net operating revenue.....	8,627,968.15	3,462,407.95
Operating revenue, per mile.....	8,766.88	13,968.88
Operating expenses, per mile.....	6,274.21	8,455.75
Total freight revenue.....	19,674,328.12	5,980,803.74
Total passenger train service revenue.....	9,599,791.48	2,623,613.15
Freight revenue, per mile.....	5,684.02	9,523.12
Total number passengers carried earning revenue.....	5,313,345	1,451,159
Passenger service train revenue, per mile.....	\$ 2,773.43	\$ 4,177.53
Revenue from other sources.....	1,071,026.41	168,458.81
Average receipts per passenger, per mile.....	.00244	.02244
Taxes paid.....	1,380,253.03	309,975.41
Employees: Number, 17,837; total compensation.....	12,777,332.33	



## SOUTHERN RAILWAY COMPANY

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	J. M. Culp.....	Washington, D. C.
Vice-President.....	T. C. Powell.....	Cincinnati, Ohio
Vice-President.....	H. B. Spencer.....	Washington, D. C.
Vice-President.....	E. H. Coapman.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Secretary.....	F. S. Wynn.....	New York, N. Y.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
General Counsel at New York.....	Francis Lynde Stetson.....	New York, N. Y.
General Counsel at Washington.....	Alfred P. Thom.....	Washington, D. C.
General Counsel at Washington.....	L. E. Jeffries.....	Washington, D. C.
General Counsel at Louisville.....	A. P. Humphrey.....	Louisville, Ky.
General Solicitor.....	W. A. Henderson.....	Washington, D. C.
Comptroller.....	A. H. Plant.....	Washington, D. C.
Assistant Comptroller.....	E. H. Kemper.....	Washington, D. C.
Auditor.....	H. H. Laughton.....	Washington, D. C.
General Manager.....	E. H. Coapman.....	Washington, D. C.
Chief Engineer of Construction.....	W. H. Wells.....	Washington, D. C.
Chief Engineer of M. W. and S.....	B. Herman.....	Washington, D. C.
General Superintendent M. P. and Equip- ment.....	J. Hainen.....	Washington, D. C.
General Superintendent.....	R. E. Simpson.....	Richmond, Va.
General Superintendent.....	G. R. Loyall.....	Knoxville, Tenn.
General Superintendent.....	W. N. Foreacre.....	Charlotte, N. C.
General Superintendent.....	J. H. Stanfiel.....	Birmingham, Ala.
General Superintendent.....	B. G. Fallis.....	St. Louis, Mo.
Freight Traffic Manager.....	L. Green.....	Washington, D. C.
Passenger Traffic Manager.....	W. H. Tayloe.....	Washington, D. C.
General Passenger Agent.....	H. F. Cary.....	Washington, D. C.
Commissioner Industrial and Agri- cultural Department.....	M. V. Richards.....	Washington, D. C.

## DIRECTORS.

Edwin A. Alderman, Charlottesville, Va.; Robert Jemison, Birmingham, Ala.; John C. Kilgo, Charlotte, N. C.; Charles Steele, 23 Walnut St., New York, N. Y.; H. B. Spencer, Washington, D. C.; Fairfax Harrison, Washington, D. C.; R. M. Gallaway, 68 E. 55th St., New York, N. Y.; John W. Grant, Atlanta, Ga.; Adrian Iselin, 36 Wall St., New York, N. Y.; Charles Lanier, 59 Cedar St., New York, N. Y.; J. Kerr Branch, Richmond, Va., one vacancy.

## ROAD OPERATED.

State of North Carolina (miles).....	1,338.18
Entire line (miles).....	7,004.28

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$185,650,200.00	\$*25,520,931.47
Capital stock, per mile.....	43,149.77	43,149.77
Funded debt.....	241,507,500.00	*33,199,519.81
Funded debt, per mile.....	56,132.42	56,132.42
Cost of road.....	333,829,527.41	*45,890,830.25
Cost of road, per mile.....	77,590.38	77,590.38
Cost of equipment.....	65,253,576.10	*8,970,267.83
Cost of equipment, per mile.....	15,166.57	15,166.57
Cost of road and equipment, per mile.....	91,058.23	91,058.23
Operating revenue.....	75,554,651.59	17,288,545.93
Operating expenses.....	49,024,967.09	10,679,359.17
Net operating revenue.....	26,529,684.50	6,609,186.76
Operating revenue, per mile.....	10,786.93	12,919.45
Operating expenses, per mile.....	6,999.29	7,980.51
Total freight revenue.....	50,976,994.65	12,316,857.97
Total passenger train service revenue.....	21,906,841.30	4,668,517.87
Freight revenue, per mile.....	7,277.98	9,204.19
Total number passengers carried earning revenue.....	17,304,129	4,616,872
Passenger service train revenue, per mile.....	\$ 3,127.64	\$ 3,488.71
Revenue from other sources.....	2,670,815.64	303,170.09
Average receipts per passenger, per mile.....	.02144	.02201
Taxes paid.....	3,262,107.95	776,073.82
Employees: Number, 39,107; total compensation.....	30,733,419.61	

\*Mileage basis.



## SOUTHERN RAILWAY COMPANY

YEAR ENDING DECEMBER 31, 1917.

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	T. C. Powell.....	Cincinnati, Ohio
Vice-President.....	H. B. Spencer.....	Washington, D. C.
Vice-President.....	E. H. Coapman.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Vice-President.....	L. Green.....	Washington, D. C.
Secretary.....	F. S. Wynn.....	New York, N. Y.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
General Counsel at New York.....	Francis Lynde Stetson.....	New York, N. Y.
General Counsel at Washington.....	L. E. Jeffries.....	Washington, D. C.
General Counsel at Louisville.....	A. P. Humphrey.....	Louisville, Ky.
Comptroller.....	A. H. Plant.....	Washington, D. C.
Assistant Comptroller.....	E. H. Kemper.....	Washington, D. C.
Assistant Comptroller.....	J. B. Duke.....	Washington, D. C.
General Manager Lines East.....	W. N. Foracre.....	Charlotte, N. C.
General Manager Lines West.....	H. Baker.....	Cincinnati, Ohio
Chief Engineer of Construction.....	W. H. Wells.....	Washington, D. C.
Chief Engineer, M. W. and S. ....	B. Herman.....	Washington, D. C.
Commissioner Industrial and Agricultural Department.....	M. V. Richards.....	Washington, D. C.
Tax Commissioner.....	Murray R. Hubbard.....	Atlanta, Ga.

## DIRECTORS.

Fairfax Harrison, Belvoir, Va.; H. B. Spencer, Washington, D. C.; Augustus D. Julliard, 70 Worth St., New York, N. Y.; John W. Grant, Atlanta, Ga.; Adrian Iselin, Jr., 36 Wall St., New York, N. Y.; Charles Lanier, 59 Cedar St., New York, N. Y.; J. Kerr Branch, Richmond, Va.; Jackson E. Reynolds, 2 Wall St., New York, N. Y.; Edwin A. Alderman, Charlottesville, Va.; Robert Jemison, Birmingham, Ala.; John C. Kilgo, Charlotte, N. C.; Charles Steele, 23 Wall St., New York, N. Y.

## ROAD OPERATED.

State of North Carolina (miles).....	1,219.50
Entire line (miles).....	6,982.87

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$185,650,200.00	\$*25,259,445.50
Capital stock, per mile.....	42,707.66	42,707.66
Funded debt.....	304,600,700.00	*41,443,770.93
Funded debt, per mile.....	70,071.47	70,071.47
Cost of road.....	343,671,882.65	*46,759,770.85
Cost of road, per mile.....	79,059.55	79,059.55
Cost of equipment.....	72,796,659.66	*9,904,664.19
Cost of equipment, per mile.....	16,746.41	16,746.41
Cost of road and equipment, per mile.....	93,563.02	93,563.02
Operating revenue.....	90,716,568.96	19,505,515.29
Operating expenses.....	60,113,597.68	12,122,732.44
Net operating revenue.....	30,602,971.28	7,382,782.85
Operating revenue, per mile.....	12,991.30	15,994.68
Operating expenses, per mile.....	8,608.72	9,940.74
Total freight revenue.....	58,450,039.11	13,031,715.38
Total passenger train service revenue.....	28,969,111.93	6,082,576.38
Freight revenue, per mile.....	8,370.49	10,686.11
Total number passengers carried earning revenue.....	19,886,602	5,035,820
Passenger service train revenue, per mile.....	\$ 4,987.76	\$ 4,987.76
Revenue from other sources.....	3,287,417.92	391,223.53
Average receipts per passenger, per mile.....	.02183	.02223
Taxes paid.....	4,143,860.70	671,690.11
Employees: Number, 42,728; total compensation.....	38,047,922.78	

\*Mileage basis.



## ASHEVILLE AND CRAGGY MOUNTAIN RAILWAY COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Secretary.....	F. S. Wynn.....	New York, N. Y.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Auditor.....	A. H. Plant.....	Washington, D. C.

## DIRECTORS.

Fairfax Harrison, Washington, D. C.; C. E. A. McCarthy, New York, N. Y.; E. A. Merrill, New York, N. Y.; H. B. Spencer, Washington, D. C.; F. S. Wynn, New York, N. Y.

## ROAD OPERATED.

Craggy, N. C. to End of Line Burnsville Road, N. C. (miles).....	2.26
Connection with A. and C. Mtn. Ry. Co. to Glenss Creek, N. C. (miles).....	2.18

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 24,200.00	\$ 24,200.00
Capital stock, per mile.....	10,708.00	10,708.00
Cost of road.....	20,523.15	32,120.47
Cost of road, per mile.....	9,081.04	14,212.59
Cost of equipment.....	6,075.00	6,075.00
Cost of equipment, per mile.....	2,688.05	2,688.05
Cost of road and equipment, per mile.....	11,769.09	16,900.64
Operating revenue.....	10,823.00	13,879.57
Operating expenses.....	15,608.12	9,403.96
Net operating revenue.....	*4,785.12	4,475.61
Operating revenue, per mile.....	4,788.94	3,126.03
Operating expenses, per mile.....	6,906.25	2,118.00
Total freight revenue.....	10,814.82	13,879.57
Freight revenue, per mile.....	4,785.32	3,126.03
Revenue from other sources.....	8.18	
Taxes paid.....	289.50	318.59

Employees, 1916: Number general officers, 4; station agents, 1; enginemen, 1; firemen, 1; section foremen, 1; other trackmen, 7. Total, 15. Employees, 1917: Number general officers, 4; station agents, 1; enginemen, 1; firemen, 1; other trainmen, 1; section foremen, 1; other trackmen, 3. Total, 12.

\*Deficit.

## ASHEVILLE SOUTHERN RAILWAY COMPANY

### OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Auditor.....	A. H. Plant.....	Washington, D. C.

### DIRECTORS.

Fairfax Harrison, Washington, D. C.; H. W. Miller, Atlanta, Ga.; H. B. Spencer, Washington, D. C.; J. F. Hays, Brevard, N. C.; H. C. Ansley, Washington, D. C.; A. H. Plant, Washington, D. C.

### ROAD OPERATED.

Asheville, N. C., to Glenns Creek, N. C. (miles).....	2.18
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	27,522.93	27,522.93
Cost of road.....	53,782.25	53,782.25
Cost of road, per mile.....	24,670.76	24,670.76

NOTE.—Operating revenue, expenses, etc., included in report of Asheville and Craggy Mountain Railway Co.



## ATLANTA AND CHARLOTTE AIR LINE RAILWAY COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Charles S. Fairchild.....	49 Wall Street, New York, N. Y.
Secretary.....	Harlan F. Stone.....	49 Wall Street, New York, N. Y.
Treasurer.....	John W. Platten.....	49 Wall Street, New York, N. Y.

## DIRECTORS.

Charles S. Fairchild, Cazenovia, N. Y.; Herbert L. Griggs, 48 Wall St., New York, N. Y.; Hiram W. Sibley, 100 Sibley Block, Rochester, N. Y.; Harlan F. Stone, 49 Wall St., New York, N. Y.; George F. Canfield, 49 Wall St., New York, N. Y.; Edwin W. Lancaster, 67 Wall St., New York, N. Y.; Robert L. Harrison, 59 Wall St., New York, N. Y.; Henry Parish, Jr., 52 Wall St., New York, N. Y.; John A. Middleton, 143 Liberty St., New York, N. Y.; Moreau Delano, 59 Wall St., New York, N. Y.; John W. Platten, 55 Cedar St., New York, N. Y.; Henry M. McAden, Charlotte, N. C.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Charlotte, N. C.....	Armour, Ga.....	43.18	263.08

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 1,700,000.00	\$ 1,700,000.00
Capital stock, per mile.....	6,461.91	6,461.91
Funded debt.....	16,000,000.00	20,000,000.00
Funded debt, per mile.....	60,818.00	76,026.30
Cost of road and equipment.....	13,941,218.37	21,700,000.00
Cost of road and equipment, per mile.....	52,992.32	82,484.41
Revenue from other sources (lease of road).....	412,125.00	1,028,000.00
Employees: Number general officers.....	5	5

NOTE.—Leased to and operated by Southern Railway Co.

## ATLANTIC AND DANVILLE RAILWAY COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	B. Newgass.....	London, E. C., England
Secretary and Treasurer.....	Charles O. Haines.....	Norfolk, Va.

## DIRECTORS.

B. Newgass, London, Eng.; J. W. Carter, Danville, Va.; John F. Rison, Danville, Va.; C. L. Candler, Norfolk, Va.; John T. Griffin, Portsmouth, Va.; C. O. Haines, Norfolk, Va.; A. B. Carrington, Danville, Va.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
West Norfolk and branches.....	Danville, Va.....	22.15	277.71
Emporia, Va.....	Claremont Wharf, Va.....		

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 2,180,000.00	\$ 2,180,000.00
Capital stock, per mile.....	7,825.00	7,850.00
Funded debt.....	5,450,000.00	5,450,000.00
Funded debt, per mile.....	19,562.00	19,624.82
Cost of road.....	7,607,984.35	-----
Cost of road, per mile.....	27,395.43	-----
Cost of equipment.....	36,820.25	-----
Cost of equipment, per mile.....	132.58	-----
Cost of road and equipment, per mile.....	27,528.01	-----
Employees: Number general officers.....	3	3

NOTE.—Operating revenue, expenses, etc., reported by Southern Railway Company Lessee of Road.



## ATLANTIC AND YADKIN RAILWAY COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	J. M. Culp.....	Washington, D. C.
Vice-President.....	H. B. Spencer.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Vice-President and General Manager.....	E. H. Coapman.....	Washington, D. C.
Secretary.....	C. D. Mackey.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Comptroller.....	A. H. Plant.....	Washington, D. C.
Chief Engineer M. W. & S.....	B. Herman.....	Washington, D. C.
Superintendent, M. P. & E.....	J. Hainen.....	Washington, D. C.
General Superintendent.....	R. E. Simpson.....	Richmond, Va.

## DIRECTORS.

Thomas A. Hunter, Greensboro, N. C.; C. H. Ireland, Greensboro, N. C.; J. F. Jordan, Greensboro, N. C.; J. Van Lindley, Greensboro, N. C.; A. E. Smith, Mt. Airy, N. C.; J. C. Watkins, Greensboro, N. C.

## ROAD OPERATED.

Mount Airy, N. C., to Sanford, N. C. (miles).....	130.95
Mount Airy, N. C., to Woodruff, N. C. (miles).....	2.02
Climax, N. C., to Ramseur, N. C. (miles).....	18.74
Stokesdale, N. C., to Madison, N. C. (miles).....	11.39
Total.....	163.10

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 1,000,000.00	\$ 1,000,000.00
Capital stock, per mile.....	6,131.20	6,131.20
Funded debt.....	1,500,000.00	1,500,000.00
Funded debt, per mile.....	9,196.81	9,196.81
Cost of road and equipment.....	2,588,393.00	2,644,303.98
Cost of road and equipment, per mile.....	15,869.98	16,212.78
Operating revenue.....	251,214.48	496,206.53
Operating expenses.....	200,510.86	495,995.18
Net operating revenue.....	50,703.62	211.35
Operating revenue, per mile.....	1,540.25	3,042.35
Operating expenses, per mile.....	1,229.37	3,041.05
Total freight revenue.....	152,911.53	310,576.77
Total passenger train service revenue.....	94,547.96	180,757.33
Freight revenue, per mile.....	937.53	1,904.21
Total number passengers carried earning revenue.....	140,956	258,605
Passenger service train revenue, per mile.....	\$ 579.69	\$ 1,108.26
Revenue from other sources.....	3,754.99	4,872.43
Average receipts per passenger, per mile.....	.02316	.02325
Taxes paid.....	12,968.49	24,793.15
Employees: Number general officers.....	263	263
Total compensation.....	79,815.72	186,764.88

# CAROLINA AND TENNESSEE SOUTHERN RAILWAY COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Jos. G. Brown.....	Raleigh, N. C.
Secretary.....	C. D. Mackey.....	Atlanta. Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Auditor.....	A. H. Plant.....	Washington, D. C.

## DIRECTORS.

Joseph G. Brown, Raleigh, N. C.; D. E. Everett, Raleigh, N. C.; Fairfax Harrison, Washington, D. C.; L. A. Mahler, Raleigh, N. C.; H. B. Spencer, Washington, D. C.; H. W. Miller, Atlanta, Ga.

## ROAD OPERATED.

Bushnell, N. C., to Fontana, N. C. (miles).....	13.9
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	*2,305.00	*2,305.00
Funded debt.....	693,000.00	693,000.00
Funded debt per mile.....	26,623.00	*26,623.00
Cost of road.....	584,687.42	580,311.92
Cost of road, per mile.....	*22,462.06	*22,293.96
Operating revenue.....	21,459.69	22,230.48
Operating expenses.....	16,786.30	14,807.75
Net operating revenue.....	4,673.39	7,422.73
Operating revenue, per mile.....	†1,543.86	†1,599.31
Operating expenses, per mile.....	†1,207.65	†1,065.30
Total freight revenue.....	17,252.89	16,367.15
Total passenger train service revenue.....	3,319.36	5,067.33
Freight revenue, per mile.....	†1,241.22	†1,177.49
Total number passengers carried earning revenue.....	12,449	17,191
Passenger service train revenue, per mile.....	\$ †238.80	\$ 3,645.56
Revenue from other sources.....	877.44	796.00
Average receipts per passenger, per mile.....	.02476	.0249
Taxes paid.....	452.74	418.77

Employees, 1916: Number general officers, 4; station agents, 2; firemen, 2; conductors, 3; other trainmen, 2; carpenters, 1; section foremen, 1; other trackmen, 10; other employees, 2. Total, 27.  
Employees, 1917: Number general officers, 4; station agents, 2; section foremen, 1; other trackmen 5. Total, 12

The mileage used represents approximate mileage of lines when complete and in operation for entire lines:—

†In operation.....	13.90 miles
Under construction.....	12.13 miles

\*Total..... 26.03 miles



## DANVILLE AND WESTERN RAILWAY COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
General Manager or Superintendent.....	Theo. Parker.....	Danville, Va.
Secretary.....	C. D. Mackey.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Comptroller.....	A. H. Plant.....	Washington, D. C.

## DIRECTORS.

Fairfax Harrison, Washington, D. C.; James I. Pritchett, Danville, Va.; Samuel Hairston, Weldon, Va.; J. H. Rangely, Stuart, Va.; J. E. Latham, Greensboro, N. C.; Panniell Rucker, Martinsville, Va.; H. W. Miller, Atlanta, Ga.; R. A. Schoolfield, Danville, Va.; B. Frank Mebane, Spray, N. C.; J. B. Sparrow, Martinsville, Va.; John P. Swanson, Danville, Va.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Leaksville Junction, Va.....	Leaksville, N. C.....	8.95	8.95
Stokesland, Va.....	Stuart, Va.....		67.03
Danville, Va.....	Stokesland, Va.....		4.80

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 368,600.00	\$ 368,600.00
Capital stock, per mile.....	4,851.27	4,851.27
Funded debt.....	1,052,000.00	1,052,000.00
Funded debt, per mile.....	13,845.74	13,845.75
Cost of road.....	1,880,628.62	1,889,349.80
Cost of road, per mile.....	24,751.62	24,866.41
Cost of equipment.....	309,488.48	301,712.21
Cost of equipment, per mile.....	4,073.29	3,970.94
Cost of road and equipment, per mile.....	28,824.91	28,837.35
Operating revenue.....	370,267.28	426,165.95
Operating expenses.....	204,865.14	247,155.33
Net operating revenue.....	165,402.14	179,010.62
Operating revenue, per mile.....	4,583.65	5,275.63
Operating expenses, per mile.....	2,536.08	3,059.61
Total freight revenue.....	285,656.71	319,878.18
Total passenger train service revenue.....	81,500.07	101,784.14
Freight revenue, per mile.....	3,536.23	3,959.87
Total number passengers carried earning revenue.....	132,606	166,132
Passenger service train revenue, per mile.....	\$ 1,008.91	\$ 1,260.01
Revenue from other sources.....	3,110.50	5,503.63
Average receipts per passenger, per mile.....	.02824	.02816
Taxes paid, North Carolina.....	898.41	934.14

Employees, 1916: Number general officers, 12; office clerks, 31; station agents, 5; other station men, 16; enginemen, 5; firemen, 5; conductors, 5; other trainmen, 15; Machinists, 2; carpenters, 8; other shopmen, 19; telegraph operators and agents, 17; section foremen, 11; other trackmen, 46; other employees, 13; total, 210. Employees, 1917: Number general officers, 7; office clerks, 34; station agents, 5; other station men, 11; enginemen, 5; firemen, 5; conductors, 5; other trainmen, 14; machinists, 4; carpenters, 8; other shopmen, 19; telegraph operators and agents, 22; section foremen, 9; other trackmen, 46; other employees, 4; total, 198.



# HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	E. H. Coapman.....	Washington, D. C.
Vice-President.....	H. B. Spencer.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Vice-President.....	P. L. Green.....	Atlanta, Ga.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Comptroller.....	A. H. Plant.....	Washington, D. C.
General Manager.....	W. N. Foreacre.....	Charlotte, N. C.
General Superintendent.....	R. E. Simpson.....	Richmond, Va.
Tax Commissioner.....	Murray R. Hubbard.....	Atlanta, Ga.

## DIRECTORS.

A. N. Bulla, Randleman, N. C.; C. J. Cox, Worthville, N. C.; J. Elwood Cox, High Point, N. C.; R. F. Dalton, Greensboro, N. C.; T. J. Finch, Trinity, N. C.; Fairfax Harrison, Washington, D. C.; J. W. Harris, High Point, N. C.; P. H. Morris, Asheboro, N. C.; J. S. McAlister, Greensboro, N. C.; F. M. Pickett, High Point, N. C.; W. H. Ragan, High Point, N. C.; J. E. Walker, Asheboro, N. C.; W. P. Wood, Raleigh, N. C.

## ROAD OPERATED.

High Point, N. C., to Asheboro, N. C. (miles).....	27.98
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 248,000.00	\$ 248,000.00
Capital stock, per mile.....	8,863.47	8,863.47
Funded debt.....	402,000.00	402,000.00
Funded debt, per mile.....	14,367.40	14,367.40
Cost of road and equipment.....	661,814.14	663,704.95
Cost of road and equipment, per mile.....	23,653.11	23,720.69
Operating revenue.....	43,268.27	110,821.62
Operating expenses.....	39,640.38	105,552.34
Net operating revenue.....	3,627.89	5,269.28
Operating revenue, per mile.....	1,546.40	3,960.74
Operating expenses, per mile.....	1,416.74	3,772.42
Total freight revenue.....	27,704.47	75,674.51
Total passenger train service revenue.....	15,301.19	32,467.62
Freight revenue, per mile.....	990.15	2,704.59
Total number passengers carried earning revenue.....	33,948	74,463
Passenger service train revenue, per mile.....	\$ 546.86	\$ 1,160.39
Revenue from other sources.....	262.61	2,679.49
Average receipts per passenger, per mile.....	.0232	.02331
Taxes paid.....	2,520.01	4,945.31
Employees:		
Number general officers.....	50	54
Total compensation.....	\$ 20,145.76	\$ 45,679.67

## NORTH CAROLINA RAILROAD COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	W. H. Wood.....	Charlotte, N. C.
Secretary-Treasurer.....	R. B. White.....	Burlington, N. C.

## DIRECTORS.

W. H. Wood, Charlotte, N. C.; J. M. Allen, Louisburg, N. C.; J. P. Yount, Newton, N. C.; J. Q. Gilkey, Marion, N. C.; C. S. Tomlin, Statesville, N. C.; Hugh MacRae, Wilmington, N. C.; W. T. Brown, Winston-Salem, N. C.; C. M. Vanstory, Greensboro, N. C.; T. L. Gwyn, Canton, N. C.; Alexander Webb, Raleigh, N. C.; Bennehan Cameron, Stagville, N. C.; Wm. E. Holt, Lexington, N. C.

## ROAD OPERATED.

Goldsboro, N. C., to Charlotte, N. C.....	223.55
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 4,000,000.00	\$ 4,000,000.00
Capital stock per mile.....	17,893.00	17,893.00
Cost of road and equipment.....	4,975,627.53	4,975,627.53
Cost of road and equipment, per mile.....	22,257.34	22,257.34

NOTE.—Operating revenue, etc. included in report of Southern Railway Co.



## NORTH CAROLINA MIDLAND RAILROAD COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Auditor.....	A. H. Plant.....	Washington, D. C.

## DIRECTORS.

J. F. Brawley, Mooresville, N. C.; H. G. Chatham, Winston-Salem, N. C.; H. W. Miller, Atlanta, Ga.; H. G. Fries, Winston-Salem, N. C.; J. W. Fries, Winston-Salem, N. C.; J. F. Hanes, Mooresville, N. C.; P. H. Hanes, Winston-Salem, N. C.; Fairfax Harrison, Washington, D. C.; G. W. Hinshaw, Winston-Salem, N. C.; G. W. Montcastle, Lexington, N. C.; C. P. McNeely, Mooresville, N. C.; W. N. Reynolds, Winston-Salem, N. C.; Mayor of Winston, R. W. Gorrell, Winston-Salem, N. C.

## ROAD OPERATED.

Mooresville, N. C., to Winston-Salem, N. C. (miles).....	53.52
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 924,000.00	\$ 924,000.00
Capital stock, per mile.....	17,264.00	17,264.00
Funded debt.....	801,000.00	801,000.00
Funded debt, per mile.....	14,966.00	14,966.00
Cost of road.....	1,725,000.00	1,725,000.00
Cost of road and equipment, per mile.....	32,230.94	32,230.94

NOTE.—Operating revenue, etc. included in report of Southern Railway Co.

## NORTH AND SOUTH CAROLINA RAILROAD COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	1300 Penna. Ave., Washington, D. C.
Vice-President.....	H. B. Spencer.....	1300 Penna. Ave., Washington, D. C.
Secretary.....	F. S. Wynn.....	120 Broadway, New York, N. Y.
Treasurer.....	H. C. Ansley.....	1300 Penna. Ave., Washington, D. C.
General Auditor.....	A. H. Plant.....	1300 Penna. Ave., Washington, D. C.

## DIRECTORS.

W. T. Camp, 1300 Penna. Ave., Washington, D. C.; C. N. Freeman, Atlanta, Ga.; Fairfax Harrison, 1300 Penna. Ave., Washington, D. C.; P. J. Harkins, 120 Broadway, New York, N. Y.; C. E. A. McCarthy, 120 Broadway, New York, N. Y.; E. A. Merrill, 120 Broadway, New York, N. Y.; H. W. Miller Atlanta, Ga.; H. B. Spencer, 1300 Penna. Ave., Washington, D. C.; F. S. Wynn, 120 Broadway, New York, N. Y.

## ROAD OPERATED.

State Line, Va., to Mines, N. C. (miles) .....	3.73
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	13,405.00	13,405.00
Funded debt.....	62,211.00	62,211.00
Funded debt, per mile.....	16,678.00	16,678.00
Cost of road and equipment.....	112,211.00	112,211.00
Cost of road and equipment, per mile.....	30,083.40	30,083.40

NOTE.—Operating expenses, etc. included in report of Southern Railway Co.



## SOUTHERN RAILWAY—CAROLINA DIVISION

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Auditor.....	A. H. Plant.....	Washington, D. C.

## DIRECTORS.

C. Fitzsimmons, Columbia, S. C.; Murray R. Hubbard, Atlanta, Ga.; C. N. Freeman, Atlanta, Ga.; Fairfax Harrison, Washington, D. C.; Willie Jones, Columbia, S. C.; C. D. Mackay, Atlanta, Ga.; J. P. Matthews, Columbia, S. C.; H. W. Miller, Atlanta, Ga.; Jas. H. Pou, Raleigh, N. C.; R. S. Quin, Atlanta, Ga.; B. L. McGee, Atlanta, Ga.; J. J. Siebels, Columbia, S. C.; J. W. Smith, Atlanta, Ga.; J. T. Stevens, Kershaw, S. C.; E. P. Webb, Atlanta, Ga.

## ROAD OPERATED.

Southern Railway—Carolina Division.....	Cayce, S. C., to Hardeeville, S. C.....	128.63
	Spartanburg, S. C., to Alton, S. C.....	67.93
	Biltmore, N. C., to Hayne, S. C.....	66.01
	Charleston, S. C., to Augusta, Ga.....	136.50
	Branchville, S. C., to Columbia, S. C.....	66.30
	Kingsville, S. C., to Marion, N. C.....	208.50
	Perry, S. C., to Sievern, S. C.....	7.64
	Blacksburg, S. C., to Gaffney, S. C.....	10.50
	Burton, S. C., Branch.....	5.20
	Sumter Jct., S. C., to Sumter, S. C.....	15.81
	Kaolin, S. C., to Immaculate Mines.....	2.00
Transylvania R. R. Co.....	Hendersonville, N. C., to Lake Toxaway, N. C.....	42.10
Atlantic Coast Line R. R. Co.—		
Trackage.....	Hardeeville, S. C., to Central Jct., Ga.....	16.70
Totals.....		774.42

## CAPITAL STOCK, ETC., 1916-1917.

	Entire Line	State of North Carolina
Capital stock.....	\$ 4,176,200.00	\$ *620,576.00
Capital stock, per mile.....	5,835.77	5,835.77
Funded debt.....	11,359,500.00	*1,688,041.00
Funded debt, per mile.....	15,874.00	15,874.00
Cost of road and equipment.....	15,532,357.00	*2,308,003.00
Cost of road and equipment, per mile.....	21,704.75	21,704.75

\*Mileage basis.

NOTE.—Operating revenue, etc. included in report of Southern Railway Co.

## STATE UNIVERSITY RAILROAD COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Auditor.....	A. H. Plant.....	Washington, D. C.
Vice-President and General Manager.....	E. H. Coapman.....	Washington, D. C.

## DIRECTORS.

K. P. Battle, Chapel Hill, N. C.; C. M. Carr, Durham, N. C.; J. S. Cuninghame, Durham, N. C.; W. A. Erwin, Durham, N. C.; W. P. Few, Durham, N. C.; E. K. Graham, Chapel Hill, N. C.; Fairfax Harrison, Washington, D. C.; J. H. Pratt, Chapel Hill, N. C.; H. W. Miller, Atlanta, Ga., C. D. Mackay, Atlanta, Ga.

## ROAD OPERATED.

University, N. C., to Chapel Hill, N. C. (miles) .....	10.20
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 31,300.00	\$ 31,300.00
Capital stock, per mile.....	3,068.63	3,068.63
Cost of road.....	31,300.00	31,300.00
Cost of road, per mile.....	3,068.63	3,068.63

NOTE.—Operating revenue, etc. included in report of Southern Railway Co.



## TALLULAH FALLS RAILWAY COMPANY

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Richmond, Va.
Vice-President.....	J. M. Culp.....	Washington, D. C.
Vice-President.....	H. B. Spencer.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Comptroller.....	A. H. Plant.....	Washington, D. C.

## DIRECTORS.

Fairfax Harrison, Richmond, Va.; Preston S. Arkwright, Atlanta, Ga.; H. W. Miller, Atlanta, Ga.; Frank Hawkins, Atlanta, Ga.; Hamilton McWhorter, Athens, Ga.; J. T. Peyton, Mount Airy, N. C.; J. R. White, Athens, Ga.; Billups Phinizy, Athens, Ga.; J. W. Peyton, Cornelia, Ga.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Cornelia, Ga.....	Franklin, N. C.....	14.50	58.00

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$ 323,400.00	\$ *80,837.00
Capital stock, per mile.....	5,575.86	5,575.86
Funded debt.....	1,519,000.00	*379,740.00
Funded debt, per mile.....	26,189.65	26,189.65
Cost of road.....	1,599,753.00	*399,940.00
Cost of road, per mile.....	27,582.00	27,582.00
Cost of equipment.....	85,818.00	*21,454.00
Cost of equipment, per mile.....	1,479.57	1,459.57
Cost of road and equipment, per mile.....	29,061.57	29,061.57
Operating revenue.....	128,869.85	19,822.12
Operating expenses.....	106,162.46	21,505.31
Net operating revenue.....	22,707.39	†1,683.19
Operating revenue, per mile.....	2,221.89	1,367.04
Operating expenses, per mile.....	1,830.39	1,483.12
Total freight revenue.....	76,627.37	12,040.68
Total passenger train service revenue.....	46,681.54	6,566.07
Freight revenue, per mile.....	1,321.20	830.39
Total number passengers carried earning revenue.....	84,588	14,801
Passenger service train revenue, per mile.....	\$ 804.85	\$ 452.83
Revenue from other sources.....	5,560.94	1,215.37
Average receipts per passenger, per mile.....	.02688	.02963
Taxes paid.....	5,938.27	1,851.15
Employees: Number general officers, 95; total compensation.....	50,356.11	

\*On mileage basis.

†Deficit.

## TALLULAH FALLS RAILWAY COMPANY

YEAR ENDING DECEMBER 31, 1917.

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Richmond, Va.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Treasurer.....	F. S. Wynn.....	New York, N. Y.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Comptroller.....	E. H. Kemper.....	Richmond, Va.

## DIRECTORS.

Fairfax Harrison, Richmond, Va.; Preston S. Arkwright, Atlanta, H. W. Miller, Atlanta, Ga.; Frank Hawkins, Atlanta, Ga.; Hamilton McWhorter, Athens, Ga.; J. T. Peyton, Mt. Airy, N. C.; J. R. White, Athens, Ga.; Billups Phinizy, Athens, Ga.; C. D. Mackay, Atlanta, Ga.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Cornelia, Ga.....	Franklin, N. C.....	14.50	58.00

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$ 323,400.00	\$ *80,837.00
Capital stock, per mile.....	5,575.86	5,575.86
Funded debt.....	1,519,000.00	*379,740.00
Funded debt, per mile.....	26,189.65	26,189.65
Cost of road.....	1,603,613.33	*400,903.25
Cost of road, per mile.....	27,648.50	27,648.50
Cost of equipment.....	85,818.14	*21,454.50
Cost of equipment, per mile.....	1,479.62	1,479.62
Cost of road and equipment, per mile.....	29,128.12	29,128.12
Operating revenue.....	128,030.85	*32,009.59
Operating expenses.....	122,652.10	*30,663.00
Net operating revenue.....	5,378.25	1,346.59
Operating revenue, per mile.....	2,207.42	2,207.42
Operating expenses, per mile.....	2,114.69	2,114.69
Total freight revenue.....	76,392.45	*19,098.11
Total passenger train service revenue.....	46,488.21	*11,622.05
Freight revenue, per mile.....	1,317.11	1,317.11
Total number passengers carried earning revenue.....	81,035	-----
Passenger service train revenue, per mile.....	\$ 801.52	\$ 801.52
Revenue from other sources.....	5,150.19	*1,287.54
Average receipts per passenger, per mile.....	.99	-----
Taxes paid.....	-----	1,830.54

Employees:† Number general officers, 9; office clerks, 3; station agents, 1; other station men, 7; enginemen, 3; firemen, 3; conductors, 3; other trainmen, 5; machinists, 1; carpenters, 1; other shopmen, 2; telegraph operators, 1; section foremen, 6; other trackmen, 22; other employees, 13; total, 80.

\*Mileage basis.

†Entire line.



## YADKIN RAILWAY COMPANY

## OFFICERS.

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	E. H. Coapman.....	Washington, D. C.
Vice-President.....	H. B. Spencer.....	Washington, D. C.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Vice-President.....	L. Green.....	Salisbury, N. C.
Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Treasurer.....	H. C. Ansley.....	Washington, D. C.
General Counsel.....	L. E. Jeffries.....	Washington, D. C.
Comptroller.....	A. H. Plant.....	Washington, D. C.
General Manager.....	W. N. Foreacre.....	Charlotte, N. C.

## DIRECTORS.

A. H. Boyden, Salisbury, N. C.; C. D. Mackay, Atlanta, Ga.; Fairfax Harrison, Washington, D. C.; S. H. Hearne, Washington, D. C.; Theo. F. Klutz, Salisbury, N. C.; C. W. Johnson, Charlotte, N. C.; D. W. Julian, Salisbury, N. C.; H. W. Miller, Atlanta, Ga.; Walter Murphy, Salisbury, N. C.; L. W. Sanders, Charlotte, N. C.; J. M. Morrow, Albemarle, N. C.

## ROAD OPERATED.

Salisbury, N. C., to Norwood, N. C. (miles) .....	41.00
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 625,000.00	\$ 625,000.00
Capital stock, per mile.....	15,244.00	15,244.00
Funded debt.....	615,000.00	615,000.00
Funded debt, per mile.....	15,000.00	15,000.00
Cost of road and equipment.....	1,315,116.00	1,337,706.96
Cost of road and equipment, per mile.....	32,076.00	32,627.00
Operating revenue.....	189,775.08	309,162.22
Operating expenses.....	87,127.88	230,220.98
Net operating revenue.....	102,647.20	78,941.24
Operating revenue, per mile.....	3,633.45	5,919.25
Operating expenses, per mile.....	1,668.16	4,407.83
Total freight revenue.....	149,684.97	233,778.19
Total passenger train service revenue.....	36,823.06	72,520.89
Freight revenue, per mile.....	2,865.88	4,475.94
Total number passengers carried earning revenue.....	72,238	132,816
Passenger service train revenue, per mile.....	\$ 705.02	\$ 1,388.49
Revenue from other sources.....	3,267.05	2,863.14
Average receipts per passenger, per mile.....	.02345	.02335
Taxes paid.....	1,853.05	3,696.22
Employees, 1916: Number general officers, 89; 1917, number general officers, 102; total compensation.....	41,848.55	93,504.65

# MISCELLANEOUS RAILROADS

## Aberdeen and Rockfish Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	John Blue.....	Aberdeen, N. C.
General Manager or Superintendent.....	W. A. Blue.....	Aberdeen, N. C.
Secretary and Treasurer.....	W. A. Blue.....	Aberdeen, N. C.
Traffic Manager.....	A. L. Thompson.....	Fayetteville, N. C.

### DIRECTORS.

John Blue, W. A. Blue, J. W. Graham, J. McN. Johnson and J. A. Bryant of Aberdeen; and H. W. Jackson of Richmond, Va.

### ROAD OPERATED.

Aberdeen, N. C., to Fayetteville, N. C. (miles) .....	59.54
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 208,800.00	\$ 208,800.00
Capital stock, per mile.....	3,506.88	3,506.88
Funded debt.....	177,000.00	177,000.00
Funded debt, per mile.....	2,972.79	2,972.79
Cost of road and equipment.....	440,091.66	435,186.58
Cost of road, and equipment, per mile.....	7,391.50	7,309.14
Operating revenue.....	89,343.75	111,369.19
Operating expenses.....	67,295.57	75,856.20
Net operating revenue.....	22,048.18	35,512.99
Operating revenue, per mile.....	1,500.57	1,870.34
Operating expenses, per mile.....	1,130.25	1,274.04
Total freight revenue.....	70,097.30	90,546.26
Total passenger train service revenue.....	14,564.78	14,700.75
Freight revenue, per mile.....	1,177.31	1,520.76
Total number passengers carried earning revenue.....	29,907	31,207
Passenger service train revenue, per mile.....	\$ 244.60	\$ 246.90
Revenue from other sources.....	4,681.67	6,122.18
Average receipts per passenger, per mile.....	.0283	.02750
Taxes paid.....	3,924.76	3,840.00

Employees, 1916: Number general officers, 3; office clerks, 2; station agents, 7; other station men, 6; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 4; machinists, 2; carpenters, 1; other shopmen, 2; telegraph operators, 1; section foremen, 4; other trackmen, 14; other employees, 12; total, 64. Employees, 1917: Number general officers, 3; office clerks, 1; station agents, 7; other station men, 6; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 4; machinists, 2; carpenters, 1; other shopmen, 4; section foremen, 4; other trackmen, 14; other employees, 16; total, 68.



## Appalachian Railway Company

## OFFICERS.

Title	Name	Official Address
President.....	A. J. Stevens.....	Philadelphia, Pa.
General Manager or Superintendent.....	W. J. Parks.....	Ela, Swain County, N. C.
Secretary and Treasurer.....	David G. Wilson.....	Philadelphia, Pa.
Vice-President.....	A. L. Armstrong.....	Philadelphia, Pa.

## DIRECTORS.

A. J. Stephens, Philadelphia, Pa.; George G. Olmsted, Chicago, Ill.; E. M. Bechtel, Philadelphia, Pa.; A. J. Armstrong, Philadelphia, Pa.; H. B. Stevens, Asheville, N. C.

## ROAD OPERATED.

Ela, N. C., to Cherokee, N. C., 1916 (miles) .....	6.21
Ela, N. C., to Oconalufy, N. C., 1917 (miles) .....	10.00

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile.....	16,103.00	10,000.00
Cost of road.....	115,839.82	111,856.50
Cost of road, per mile.....	18,653.75	11,185.65
Cost of equipment.....	12,349.99	11,577.64
Cost of equipment, per mile.....	1,988.72	1,157.76
Cost of road and equipment, per mile.....	20,642.47	12,343.41
Operating revenue.....	6,063.48	8,199.68
Operating expenses.....	8,743.98	12,292.78
Net operating revenue.....	*2,680.50	*4,093.10
Operating revenue, per mile.....	976.40	819.97
Operating expenses, per mile.....	1,408.04	1,229.27
Total freight revenue.....	4,883.78	6,074.03
Total passenger train service revenue.....	1,114.40	1,924.95
Freight revenue, per mile.....	786.43	607.40
Total number passengers carried earning revenue.....	6,336	7,525
Passenger service train revenue, per mile.....	\$ 179.45	\$ 192.49
Revenue from other sources.....	65.30	200.70
Average receipts per passenger, per mile.....	.0283	.0365
Taxes paid.....	305.56	354.53

Employees, 1916: Station agents, 1; enginemen, 1; firemen, 1; conductors, 1; section foremen, 1; other trackmen, 5; total, 10. Employees, 1917: Number general officers, 3; station agents, 1; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; carpenters, 1; section foremen, 1; other trackmen, 5; other employees, 1; total, 16.

\*Deficit.

# Asheville and East Tennessee Railroad Company

## OFFICERS.

Title	Name	Official Address
President (1917).....	A. S. Guerard.....	Asheville, N. C.
General Manager or Superintendent.....	Stanley Howland.....	Asheville, N. C.
Secretary.....	G. W. Epps.....	Asheville, N. C.
Treasurer.....	Reginald Howland.....	Asheville, N. C.

## DIRECTORS.

J. S. Coleman, Asheville, N. C.; Stanley Howland, Asheville, N. C.; Reginald Howland, Asheville, N. C.; M. M. Howland, Arlington, Fla.; G. W. Epps, Asheville, N. C.; A. S. Guerard, Asheville, N. C.

## ROAD OPERATED.

Asheville, N. C., to Weaverville, N. C. (miles) .....	8.70
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 70,000.00	\$ 70,000.00
Capital stock, per mile.....	11,041.01	11,041.01
Funded debt.....	35,000.00	35,000.00
Funded debt, per mile.....	5,520.50	5,520.00
Cost of road.....	95,731.13	95,731.13
Cost of road, per mile.....	15,099.54	15,099.54
Cost of equipment.....	20,262.99	20,262.99
Cost of equipment, per mile.....	3,196.06	3,196.06
Cost of road and equipment, per mile.....	18,295.60	18,295.60
Operating revenue.....	30,622.23	28,184.06
Operating expenses.....	29,066.43	30,684.48
Net operating revenue.....	1,555.80	*2,500.42
Operating revenue, per mile.....	3,519.80	3,239.55
Operating expenses, per mile.....	3,340.97	3,526.95
Total freight revenue.....	2,318.25	2,812.60
Total passenger train service revenue.....	26,414.54	23,407.95
Freight revenue, per mile.....	266.46	323.29
Total number passengers carried earning revenue.....	206,820	176,457
Passenger service train revenue, per mile.....	\$ 3,036.15	\$ 2,690.57
Revenue from other sources.....	1,889.44	1,963.51
Average receipts per passenger, per mile.....	.0147	.0153
Taxes paid.....	485.47	427.77

Employees, 1916: Number general officers, 4; office clerks, 1; enginemen, 3; conductors, 4; section foremen, 1; other trackmen, 5; other employees, 3; total, 21. Employees, 1917: Number general officers, 5; office clerks, 1; enginemen, 2; conductors, 2; section foremen, 1; other trackmen, 4; other employees, 2; total, 17.

\*Deficit.



## Atlantic and Carolina Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	A. R. Turnbull.....	Norfolk, Va.
General Manager.....	James E. Jerritt, Jr.....	Kenansville, N. C.
Secretary and Treasurer.....	William J. Jones.....	Norfolk, Va.
Auditor.....	Robert Ridley, Jr.....	Norfolk, Va.

### DIRECTORS.

A. R. Turnbull, Norfolk, Va.; H. D. Williams, Kenansville, N. C.; William J. Jones, Norfolk, Va.; J. E. Jerritt, Jr.; Kenansville, N. C.; T. A. Hefty, Bowden, N. C.; R. D. Johnson, Warsaw, N. C.; L. A. Beasley, Kenansville, N. C.

### ROAD OPERATED.

Warsaw, N. C., to Kenansville, N. C. (miles) .....	10
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 10,000.00	\$ 10,000.00
Capital stock, per mile.....	1,000.00	1,000.00
Funded debt.....	55,000.00	55,000.00
Funded debt, per mile.....	5,500.00	5,500.00
Cost of road (purchase price).....	64,730.00	64,730.00
Cost of road, per mile (purchase price).....	6,473.00	6,473.00
Cost of equipment.....	4,500.00	4,500.00
Cost of equipment, per mile.....	450.00	450.00
Cost of road and equipment, per mile.....	6,923.00	6,923.00
Operating revenue.....	9,095.25	15,863.77
Operating expenses.....	8,798.56	11,720.14
Net operating revenue.....	296.69	4,143.63
Operating revenue, per mile.....	909.52	1,586.37
Operating expenses, per mile.....	879.86	1,172.01
Total freight revenue.....	4,840.54	11,629.76
Total passenger train service revenue.....	3,654.71	4,234.01
Freight revenue, per mile.....	484.05	1,162.97
Total number passengers carried earning revenue.....	14,091	16,481
Passenger service train revenue, per mile.....	\$ 365.47	\$ 423.40
Revenue from other sources.....	1,800.00	3,600.00
Average receipts per passenger, per mile.....	.026	.0257
Taxes paid.....	79.08	39.54

Employees, 1916: Number general officers, 6; office clerks, 2; station agents, 2; enginemen, 1; conductors, 1; section foremen, 1; other trackmen, 8; total, 21. Employees, 1917: Number general officers, 6; office clerks, 2; station agents, 2; enginemen, 1; conductors, 1; section foremen, 1; other trackmen, 8; total, 21.

# Atlantic and Western Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	H. C. Huffer, Jr.....	31 Pine St., New York, N. Y.
General Manager or Superintendent.....	H. P. Edwards.....	Sanford, N. C.
Secretary and Treasurer.....	William C. Cooke.....	Baltimore, Md.
Traffic Manager.....	H. P. Edwards.....	Sanford, N. C.

## DIRECTORS.

J. W. Middendorf, Baltimore, Md.; A. S. Shriver, Baltimore, Md.; B. W. Duer, Baltimore, Md.; J. R. Baggett, Lillington, N. C.; H. C. Huffer, Jr.; New York, N. Y.; Louis d'Aillieres, Paris, France; N. A. Campbell, New York, N. Y.

## ROAD OPERATED.

Sanford, N. C., to Lillington, N. C. (miles) .....	24
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 303,000.00	\$ 303,000.00
Capital stock, per mile.....	12,625.00	12,620.83
Funded debt.....	303,000.00	303,000.00
Funded debt, per mile.....	12,625.00	12,620.83
Cost of road.....	552,699.73	552,788.91
Cost of road, per mile.....	23,029.15	23,032.87
Cost of equipment.....	40,342.04	44,786.58
Cost of equipment, per mile.....	1,680.92	1,866.11
Cost of road and equipment, per mile.....	24,710.07	24,898.98
Operating revenue.....	46,164.19	40,805.62
Operating expenses.....	33,808.37	36,959.58
Net operating revenue.....	12,355.82	3,846.04
Operating revenue, per mile.....	1,923.51	1,700.23
Operating expenses, per mile.....	1,408.68	1,539.97
Total freight revenue.....	39,745.60	34,981.31
Total passenger train service revenue.....	5,651.10	5,319.93
Freight revenue, per mile.....	1,656.07	1,457.55
Total number passengers carried earning revenue.....	13,042	12,728
Passenger service train revenue, per mile.....	\$ 235.46	\$ 221.66
Revenue from other sources.....	767.49	504.38
Average receipts per passenger, per mile.....	.025	.0139
Taxes paid.....	1,349.71	1,470.99

Employees, 1916: Number general officers, 6; office clerks, 2; station agents, 5; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; machinists, 1; carpenters, 1; other shopmen, 1; section foremen, 2; other trackmen, 13; other employees, 2; total, 38. Employees, 1917: Number general officers, 5; office clerks, 2; station agents, 5; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; machinists, 1; other shopmen, 1; section foremen, 2; other trackmen, 12; other employees, 2; total, 35.



## Black Mountain Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	J. Bis Ray.....	Burnsville, N. C.
Secretary and Treasurer.....	John A. Muse.....	Johnson City, Tenn.
Superintendent (1917).....	J. M. Burkholder.....	Pensacola, N. C.

### DIRECTORS.

I. McQuilken, Johnson City, Tenn.; J. Bis Ray, Burnsville, N. C.; John A. Muse, Johnson City, Tenn.; Edward C. Bailey, New York, N. Y.; Adam B. Crouch, Johnson City, Tenn.; George F. Woffard, Johnson City, Tenn.

### ROAD OPERATED.

1916—	
Kona, N. C., to Pensacola, N. C. (miles).....	26.45
1917—	
Main line—Kona, N. C., to Eskota, N. C. (miles).....	23.39
Spur—Micaville, N. C., to Bowditch, N. C. (miles).....	2.11
Total.....	25.50

### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	1,890.36	1,960.78
Funded debt.....	800,000.00	775,000.00
Funded debt, per mile.....	30,245.74	30,392.16
Cost of road.....	413,799.02	415,516.07
Cost of road, per mile.....	15,644.58	16,294.75
Cost of equipment.....	8,136.33	9,154.58
Cost of equipment, per mile.....	307.61	359.00
Cost of road and equipment, per mile.....	15,952.18	16,653.75
Operating revenue.....	88,698.65	94,747.65
Operating expenses.....	40,907.89	53,766.24
Net operating revenue.....	47,790.76	40,981.41
Operating revenue, per mile.....	3,353.44	3,715.59
Operating expenses, per mile.....	1,546.61	2,108.48
Total freight revenue.....	76,595.36	82,285.45
Total passenger train service revenue.....	11,660.19	12,151.18
Freight revenue, per mile.....	2,895.85	3,226.88
Total number passengers carried earning revenue.....	38,329	38,943
Passenger service train revenue, per mile.....	\$ 440.83	\$ 476.52
Revenue from other sources.....	443.10	311.02
Average receipts per passenger, per mile.....	.0361	.0363
Taxes paid.....	2,205.64	2,806.64

Employees, 1916: Number general officers, 8; station agents, 2; other station men, 2; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 4; machinists, 1; other shopmen, 2; section foremen, 3; other trackmen, 20; other employees, 16; total, 64. Employees, 1917: Number general officers, 2; station agents, 3; other station men, 2; enginemen, 2; firemen, 3; conductors, 2; other trainmen, 6; machinists, 1; carpenters, 1; other shopmen, 1; section foremen, 3; other trackmen, 36; other employees, 3; total, 65.

## Bonlee and Western Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	John H. Dunlap.....	Bonlee, N. C.
Superintendent.....	W. J. Talley.....	Bonlee, N. C.
Secretary and Treasurer.....	Isaac H. Dunlap.....	Bonlee, N. C.
Traffic Manager.....	W. J. Talley.....	Bonlee, N. C.

### DIRECTORS.

John H. Dunlap, Bonlee, N. C.; F. W. Bynum, Pittsboro, N. C.; I. H. Dunlap, Bonlee, N. C.; C. M. Andrews, Bonlee, N. C.; J. H. Kennedy, Cumnock, N. C.; I. L. Dunlap, Bonlee, N. C.; P. G. Dunlap, Bonlee, N. C.

### ROAD OPERATED.

Bonlee, N. C., to Bennett, N. C. (miles) .....	11
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 61,700.00	\$ 61,700.00
Capital stock, per mile.....	5,609.99	5,609.09
Cost of road.....	59,049.80	59,049.80
Cost of road, per mile.....	5,368.16	5,368.16
Cost of equipment.....	4,233.49	7,284.21
Cost of equipment, per mile.....	384.86	662.20
Cost of road and equipment, per mile.....	5,753.03	6,030.36
Operating revenue.....	11,380.46	13,773.77
Operating expenses.....	14,392.21	13,618.73
Net operating revenue.....	*3,011.75	155.04
Operating revenue, per mile.....	1,034.59	1,252.16
Operating expenses, per mile.....	1,308.38	1,238.07
Total freight revenue.....	10,159.81	12,226.68
Total passenger train service revenue.....	847.50	956.40
Freight revenue, per mile.....	923.62	1,111.52
Total number passengers carried earning revenue.....	3,153	3,364
Passenger service train revenue, per mile.....	\$ 77.05	\$ 86.94
Revenue from other sources.....	373.15	590.69
Average receipts per passenger, per mile.....	.0285	.034
Taxes paid.....	319.82	422.94

Employees, 1916: Number general officers, 4; station agents, 3; enginemen, 1; firemen, 1; conductors, 1; section foremen, 1; other trackmen, 4; other employees, 1; total, 16. Employees, 1917: Number general officers, 4; station agents, 3; enginemen, 1; firemen, 1; conductors, 1; section foremen, 1; other trackmen, 4; other employees, 1; total, 16.

\*Deficit.



## Carolina and North Eastern Railway Company

(OPERATED IN 1916 UNDER NAME OF NORTHAMPTON AND HERTFORD RAILWAY COMPANY)

### OFFICERS.

Title	Name	Official Address
President.....	Thomas Phillip Hammer.....	Philadelphia, Pa.
General Manager or Superintendent.....	J. H. Pennewell.....	Gumberry, N. C.
Treasurer.....	Robert J. Walker.....	Norfolk, Va.
Secretary.....	O. Raymond Brown.....	Richmond, Va.
Traffic Manager.....	L. F. Ritchie.....	Gumberry, N. C.

### DIRECTORS.

Thomas Phillip Hammer, Liberty Building, Philadelphia, Pa.; H. Stuart Lewis, Suffolk, Va.; D. G. Grubbs, Seaboard, N. C.; W. L. Long, Roanoke Rapids, N. C.; Thomas B. Gay, Richmond, Va.

### ROAD OPERATED.

Gumberry, N. C., to Rehoboth, N. C. (miles).....	17.59
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 42,608.00	\$ 300,000.00
Capital stock, per mile.....	4,687.35	17,647.00
Funded debt.....	53,691.25	147,000.00
Funded debt, per mile.....	5,906.63	8,647.00
Cost of road.....	48,411.13	113,784.23
Cost of road, per mile.....	5,325.75	6,693.19
Cost of equipment.....	10,560.00	11,064.50
Cost of equipment, per mile.....	1,161.71	650.85
Cost of road and equipment, per mile.....	6,487.46	7,344.04
Operating revenue.....	15,243.15	16,595.63
Operating expenses.....	15,194.29	11,049.68
Net operating revenue.....	48.86	5,545.95
Operating revenue, per mile.....	1,676.91	976.21
Operating expenses, per mile.....	1,671.54	649.88
Total freight revenue.....	14,364.25	14,689.92
Total passenger train service revenue.....	878.90	1,905.71
Freight revenue, per mile.....	1,580.22	864.11
Passenger service train revenue, per mile.....	96.69	-----
Taxes paid.....	284.63	312.91

Employees, 1916: Number general officers, 1; station agents, 2; other station men, 1; engine-men, 1; firemen, 2; conductors, 1; machinists, 1; section foremen, 1; other trackmen, 4; total, 14. Employees, 1917: Number general officers, 4; office clerks, 1; station agents, 2; other station men, 1; engine-men, 1; firemen, 1; conductors, 1; other trainmen, 1; section foremen, 1; other trackmen, 4; total, 18.

# Carolina and North Western Railway Company

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	William A. Barber.....	165 Broadway, New York, N. Y.
Secretary.....	J. J. McLure.....	Chester, S. C.
Treasurer.....	F. Wolfe.....	Chester, S. C.
General Counsel.....	J. H. Marion.....	Chester, S. C.
General Auditor.....	W. K. Kersley.....	Chester, S. C.
General Manager.....	L. T. Nichols.....	Chester, S. C.

## DIRECTORS.

T. H. White, Chester, S. C.; S. H. Hardin, Chester, S. C.; J. H. Marion, Chester, S. C.; C. E. Spencer, York, S. C.; J. O. White, Gastonia, N. C.; L. F. Long, Newton, N. C.; J. A. Martin, Hickory, N. C.

## ROAD OPERATED.

State of North Carolina (miles) .....	96.50
Entire line (miles) .....	133.50

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$ 1,404,250.00	\$ *986,250.80
Capital stock, per mile.....	11,297.26	11,297.26
Funded debt.....	2,090,305.52	*1,468,090.05
Funded debt, per mile.....	16,816.61	16,816.61
Cost of road.....	3,626,793.24	3,082,079.71
Cost of road, per mile.....	29,177.74	35,304.46
Cost of equipment.....	262,843.70	113,213.26
Cost of equipment, per mile.....	2,114.59	1,296.83
Cost of road and equipment, per mile.....	31,292.33	36,601.29
Operating revenue.....	451,022.32	371,234.36
Operating expenses.....	403,823.33	330,990.54
Net operating revenue.....	47,198.99	40,243.82
Operating revenue, per mile.....	3,378.44	3,846.98
Operating expenses, per mile.....	3,024.89	3,429.95
Total freight revenue.....	336,634.04	276,593.86
Total passenger train service revenue.....	103,874.34	84,508.06
Freight revenue, per mile.....	2,521.60	2,866.25
Total number passengers carried earning revenue.....	189,701	149,031
Passenger service train revenue, per mile.....	\$ 778.08	\$ 875.73
Revenue from other sources.....	10,513.94	10,132.44
Average receipts per passenger, per mile.....	.02798	.02785
Taxes paid.....	17,409.58	11,499.78
Employees: Number, 277; compensation.....	214,119.68	



# Carolina and North Western Railway Company

YEAR ENDING DECEMBER 31, 1917.

## OFFICERS.

Title	Name	Official Address
President.....	William A. Barber.....	165 Broadway, New York, N. Y.
Vice-President.....	H. W. Miller.....	Atlanta, Ga.
Secretary.....	J. J. McLure.....	Chester, S. C.
Assistant Secretary.....	C. D. Mackay.....	Atlanta, Ga.
Treasurer.....	W. A. Cerkill.....	Chester, S. C.
General Counsel.....	J. H. Marion.....	Chester, S. C.
General Auditor.....	W. K. Kearsley.....	Chester, S. C.
General Manager.....	L. F. Nichols.....	Chester, S. C.
Tax Commissioner.....	Murray R. Hubbard.....	Atlanta, Ga.

## DIRECTORS.

William A. Barber, 165 Broadway, N. Y.; H. W. Miller, Atlanta, Ga.; J. H. Marion, Chester, S. C.; T. H. White, Chester, S. C.; S. H. Hardin, Chester, S. C.; C. E. Spencer, York, S. C.; L. F. Long, Newton, N. C.; J. A. Martin, Hickory, N. C.; J. O. White, Gastonia, N. C.

## ROAD OPERATED.

State of North Carolina (miles) .....	96.50
Entire line (miles) .....	133.50

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$ 1,404,250.00	\$ *986,250.80
Capital stock, per mile.....	11,297.26	11,297.26
Funded debt.....	2,409,244.48	*1,692,092.25
Funded debt, per mile.....	19,382.50	19,382.50
Cost of road.....	3,635,051.82	3,127,500.23
Cost of road, per mile.....	29,244.18	35,824.74
Cost of equipment.....	262,443.70	118,766.23
Cost of equipment, per mile.....	2,111.37	1,360.44
Cost of road and equipment, per mile.....	31,355.55	37,185.18
Operating revenue.....	471,228.26	*340,624.73
Operating expenses.....	326,057.59	*235,688.70
Net operating revenue.....	145,170.67	104,936.03
Operating revenue, per mile.....	3,529.79	3,529.79
Operating expenses, per mile.....	2,442.37	2,442.37
Total freight revenue.....	354,190.81	*256,025.11
Total passenger train service revenue.....	103,437.77	*74,769.16
Freight revenue, per mile.....	2,653.11	2,653.11
Total number passengers carried earning revenue.....	169,372	*118,989
Passenger service train revenue, per mile.....	\$ 774.81	\$ 774.81
Revenue from other sources.....	13,599.68	*9,830.46
Average receipts per passenger, per mile.....	.028613	.028613
Taxes paid.....	15,012.61	5,984.25
Employees: Number, 245; compensation.....	175,046.46	

\*Mileage basis.

## Carolina and Yadkin River Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	Alvin W. Krech.....	New York, N. Y.
General Manager or Superintendent.....	W. E. Price.....	High Point, N. C.
Secretary and Treasurer.....	L. H. Hole, Jr.....	New York, N. Y.
Traffic Manager.....	F. J. Sizemore.....	High Point, N. C.

### DIRECTORS.

Alvin W. Krech, New York, N. Y.; Wescott Robinson, High Point, N. C.; L. H. Hole, Jr., New York, N. Y.; Lewis W. Clarke, New York, N. Y.; A. L. Brooks, Greensboro, N. C.; L. D. Baldwin, New York, N. Y.; C. B. Hole, New York, N. Y.; A. D. Hammond, New York, N. Y.; W. E. Price, High Point, N. C.; F. S. Lambeth, Thomasville, N. C.; T. F. Finch, Thomasville, N. C.

### ROAD OPERATED.

High Point, N. C., to High Rock, N. C. (miles) .....	34.81
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 1,840,000.00	\$ *40,000.00
Capital stock, per mile.....	52,858.00	*1,149.09
Funded debt.....	1,270,200.00	1,288,600.00
Funded debt, per mile.....	36,489.00	37,018.10
Cost of road and equipment.....	3,182,324.72	-----
Cost of road and equipment, per mile.....	91,419.84	-----
Operating revenue.....	107,869.46	114,675.37
Operating expenses.....	83,838.88	98,516.84
Net operating revenue.....	24,030.58	16,158.53
Operating revenue, per mile.....	3,098.80	3,294.32
Operating expenses, per mile.....	2,408.47	2,830.13
Total freight revenue.....	94,218.83	104,284.01
Total passenger train service revenue.....	10,228.90	5,145.96
Freight revenue, per mile.....	2,706.66	2,995.81
Total number passengers carried earning revenue.....	26,074	11,855
Passenger service train revenue, per mile.....	\$ 293.85	\$ 147.83
Revenue from other sources.....	3,421.73	5,245.40
Average receipts per passenger, per mile.....	.0273	.0125
Taxes paid.....	2,200.02	1,693.32

Employees, 1916: Number general officers, 3; office clerks, 6; station agents, 3; other station men, 10; enginemen, 4; firemen, 3; conductors, 4; other trainmen, 5; machinists, 1; carpenters, 0; other shopmen, 1; section foremen, 7; other trackmen, 23; other employees, 6; total, 76. Employees, 1917: Number general officers, 3; office clerks, 11; station agents, 3; other station men, 10; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 2; machinists, 1; other shopmen, 5; section foremen, 6; other trackmen, 36; other employees, 6; total, 93 .

\*Paid up.



## Carolina Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	C. I. Millard.....	Norfolk, Va.
General Superintendent.....	William Hayes.....	Kinston, N. C.
Treasurer.....	M. Manly.....	Norfolk, Va.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
General Freight and Passenger Agent.....	J. F. Dalton.....	Norfolk, Va.
Superintendent and Auditor.....	F. H. Hill.....	Kinston, N. C.

### DIRECTORS.

C. I. Millard, Norfolk, Va.; J. C. Nelms, Jr., Norfolk, Va.; M. S. Hawkins, Norfolk, Va.; M. Manly, Norfolk, Va.; William Hayes, Kinston, N. C.; A. T. Gerrans, New Bern, N. C.

### ROAD OPERATED.

Hines Junction, N. C., to Snow Hill, N. C. (miles) .....	13.86
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile.....	2,551.02	2,525.25
Cost of road.....	88,734.95	92,197.83
Cost of road, per mile.....	6,467.56	6,652.08
Cost of equipment.....	2,040.00	2,040.00
Cost of equipment, per mile.....	148.69	147.14
Cost of road and equipment, per mile.....	6,616.25	6,799.22
Operating revenue.....	26,650.95	28,577.22
Operating expenses.....	16,681.13	18,204.73
Net operating revenue.....	9,969.82	10,372.49
Operating revenue, per mile.....	1,942.49	2,061.84
Operating expenses, per mile.....	1,215.82	1,313.47
Total freight revenue.....	21,032.61	23,713.51
Total passenger train service revenue.....	4,878.15	4,530.94
Freight revenue, per mile.....	1,532.98	1,710.93
Total number passengers carried earning revenue.....	10,875	9,720
Passenger service train revenue, per mile.....	\$ 355.56	\$ 326.11
Revenue from other sources.....	740.19	332.77
Average receipts per passenger, per mile.....	.0326	.0293
Taxes paid.....	442.49	521.32

Employees, 1916: Number general officers, 6; office clerks, 7; station agents, 4; other station men, 3; enginemen, 2; firemen, 2; conductors, 1; other trainmen, 4; section foremen, 1; other track men, 6; total, 36. Employees, 1917: Number general officers, 6; office clerks, 4; station agents, 2; other station men, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; machinists, 1; section foremen, 1; other trackmen, 4; other employees, 1; total, 26.

# Carolina, Clinchfield and Ohio Railway Company

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	Mark W. Potter.....	24 Broad St., New York, N. Y.
Vice-President.....	J. J. Campion.....	Johnson City, Tenn.
Vice-President.....	I. McQuilkin.....	Johnson City, Tenn.
Secretary.....	Carl M. Owen.....	New York.
Treasurer.....	S. K. Lindsay.....	Johnson City, Tenn.
General Solicitor.....	H. G. Morrison.....	Johnson City, Tenn.
Comptroller.....	I. McQuilkin.....	Johnson City, Tenn.
Auditor.....	John A. Muse.....	Johnson City, Tenn.
General Manager.....	D. H. Phetteplace.....	Erwin, Tenn.

## DIRECTORS.

C. Ledyard Blair, New York, N. Y.; George L. Carter, Coolwood, W. Va.; John B. Dennis, New York, N. Y.; Robert F. Herrick, Boston, Mass.; I. McQuilkin, Johnson City, Tenn.; J.W. Pless, Marion, N. C.; Mark W. Potter, Johnson City, Tenn.; Walter F. Rosen, New York, N. Y.; Thomas F. Ryan, Oak Ridge, Va.; W. K. Whigham, New York, N. Y.

## ROAD OPERATED.

State of North Carolina (miles) .....	117.41
Entire line (miles) .....	283.04

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$36,500,000.00	\$*15,804,192.60
Capital stock, per mile.....	134,606.87	134,606.87
Funded debt.....	23,723,000.00	*10,271,859.24
Funded debt, per mile.....	87,487.09	87,487.09
Cost of road.....	47,877,589.46	*20,730,592.93
Cost of road, per mile.....	176,565.82	176,565.82
Cost of equipment.....	7,265,846.77	3,146,050.26
Cost of equipment, per mile.....	26,795.42	26,795.42
Cost of road and equipment, per mile.....	203,361.24	203,361.24
Operating revenue.....	3,056,764.56	1,205,114.62
Operating expenses.....	1,652,650.54	681,302.18
Net operating revenue.....	1,404,114.02	523,812.44
Operating revenue, per mile.....	10,799.76	10,264.15
Operating expenses, per mile.....	5,838.93	5,802.76
Total freight revenue.....	2,780,366.49	1,113,769.07
Total passenger train service revenue.....	276,398.07	91,345.55
Freight revenue, per mile.....	9,823.23	9,486.15
Total number passengers carried earning revenue.....	435,783	127,451
Passenger service train revenue, per mile.....	\$ 976.53	\$ 672.59
Average receipts per passenger, per mile.....	.02483	.02428
Taxes paid.....	149,790.69	40,945.17
Employees: Number, 1,406; employees compensation.....	1,126,238.65	

\*Mileage basis.



# Carolina, Clinchfield and Ohio Railway Company

YEAR ENDING DECEMBER 31, 1917.

## OFFICERS.

Title	Name	Official Address
President.....	Mark W. Potter.....	24 Broad St., New York, N. Y., and Johnson City, Tenn.
Vice-President.....	J. J. Campion.....	Johnson City, Tenn.
Vice-President.....	I. McQuilkin.....	Johnson City, Tenn.
Secretary.....	Edward C. Bailey.....	24 Broad St., New York, N. Y.
Treasurer.....	S. K. Lindsay.....	Johnson City, Tenn.
General Solicitor.....	H. G. Morrison.....	Johnson City, Tenn.
Comptroller.....	I. McQuilkin.....	Johnson City, Tenn.
Auditor.....	John A. Muse.....	Johnson City, Tenn.
General Manager.....	L. H. Phetteplace.....	Erwin, Tenn.
Engineer in charge.....	O. K. Morgan.....	Johnson City, Tenn.

## DIRECTORS.

C. Ledyard Blair, New York, N. Y.; John B. Dennis, New York, N. Y.; Robert F. Herrick, Boston, Mass.; Mark W. Potter, New York, N. Y.; Walter F. Rosen, New York, N. Y.; Thomas F. Ryan, New York, N. Y.; William Ritter, Washington, D. C.; W. K. Wigham, New York, N. Y.; J. W. Pless, Marion, N. C.

## ROAD OPERATED.

State of North Carolina (miles) .....	117.40
Entire line (miles) .....	282.99

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$36,500,000.00	\$*15,805,178.10
Capital stock, per mile.....	134,626.73	134,626.73
Funded debt.....	25,262,000.00	*10,938,915.23
Funded debt, per mile.....	93,176.45	93,176.45
Cost of road.....	48,113,054.46	*20,833,847.44
Cost of road, per mile.....	177,460.37	177,460.37
Cost of equipment.....	8,079,937.45	*3,498,763.02
Cost of equipment, per mile.....	29,802.07	29,802.07
Cost of road and equipment, per mile.....	207,262.44	207,262.44
Operating revenue.....	4,063,267.01	1,553,872.23
Operating expenses.....	2,333,597.10	889,763.11
Net operating revenue.....	1,729,669.91	664,109.12
Operating revenue, per mile.....	14,358.34	13,235.71
Operating expenses, per mile.....	8,246.22	7,578.90
Total freight revenue.....	3,662,142.33	1,428,969.24
Total passenger train service revenue.....	346,053.92	112,690.76
Freight revenue, per mile.....	12,940.89	12,171.80
Total number passengers carried earning revenue.....	500,427	140,087
Passenger service train revenue, per mile.....	\$ 1,222.85	\$ 959.89
Revenue from other sources.....	55,070.76	12,212.23
Average receipts per passenger, per mile.....	.02498	.02341
Taxes paid.....	215,414.58	47,017.29
Employees: Number, 1,392; compensation.....	1,277,629.53	

\*Mileage basis.

## Cliffside Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	Charles H. Haynes.....	Cliffside, N. C.
Vice-President.....	W. H. Haynes.....	Cliffside, N. C.
Secretary and Treasurer.....	G. C. Haynes.....	Cliffside, N. C.
Traffic Manager.....	Z. O. Jenkins.....	Cliffside, N. C.
Auditor.....	G. C. Shuford.....	Cliffside, N. C.

### DIRECTORS.

Charles H. Haynes, Cliffside, N. C.; W. H. Haynes, Cliffside, N. C.; G. C. Haynes, Cliffside, N. C.;  
Z. O. Jenkins, Cliffside, N. C.

### ROAD OPERATED.

Cliffside, N. C., to West Henrietta and Avondale, N. C. (miles) .....	5.00
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 16,000.00	\$ 16,000.00
Capital stock, per mile.....	3,200.00	3,200.00
Funded debt (money borrowed).....	47,144.75	48,079.50
Funded debt, per mile (money borrowed).....	9,428.95	9,615.90
Cost of road.....	73,586.09	85,715.08
Cost of road, per mile.....	14,717.22	17,143.02
Cost of equipment.....	2,400.00	2,400.00
Cost of equipment, per mile.....	480.00	480.00
Cost of road and equipment, per mile.....	15,197.22	17,623.02
Operating revenue.....	15,195.94	15,844.09
Operating expenses.....	8,816.00	8,482.70
Net operating revenue.....	6,379.94	7,361.39
Operating revenue, per mile.....	3,039.19	3,168.82
Operating expenses, per mile.....	1,763.20	1,696.54
Total freight revenue.....	14,646.59	15,443.61
Total passenger train service revenue.....	549.35	400.45
Freight revenue, per mile.....	2,929.32	3,088.73
Total number passengers carried earning revenue.....	6,000	4,000
Passenger service train revenue, per mile.....	\$ 109.87	\$ 80.09
Average receipts per passenger, per mile.....	.03	.03
Taxes paid.....	290.77	425.06

Employees, 1916: Number general officers, 4; office clerks, 1; station agents, 1; enginemen, 2; firemen, 2; conductors, 1; machinists, 1; section foremen, 1; other trackmen, 4; other employees, 1; total, 14. Employees, 1917: Number general officers, 4; office clerks, 1; station agents, 1; enginemen, 2; firemen, 2; conductors, 1; machinists, 1; section foremen, 1; other trackmen, 4; other employees, 1; total, 18.



## Dover and Southbound Railroad Company

(Goldsboro Lumber Company, Owner).

### OFFICERS.

Title	Name	Official Address
President.....	W. A. Wimsatt.....	Washington, D. C.
General Manager or Superintendent.....	D. W. Richardson.....	Dover, N. C.
Secretary and Treasurer.....	W. B. H. Blandford.....	Dover, N. C.
Traffic Manager.....	N. S. Richardson.....	Dover, N. C.

### DIRECTORS.

W. A. Wimsatt, Washington, D. C.; D.W. Richardson, Dover, N. C.; W. A. H. Church, Washington, D. C.; E. S. Johnson, Baltimore, Md.

### ROAD OPERATED.

Dover, N. C., to Richlands, N. C. (miles) .....	24.40
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock (Goldsboro Lumber Co.).....	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile.....	4,098.36	4,098.36
Cost of road and equipment.....	80,000.00	78,000.00
Cost of road and equipment, per mile.....	3,278.65	3,170.70
Operating revenue.....	25,547.25	30,542.77
Operating expenses.....	20,402.11	22,545.84
Net operating revenue.....	5,145.14	7,996.93
Operating revenue, per mile.....	1,047.00	1,231.55
Operating expenses, per mile.....	836.15	909.00
Total freight revenue.....	18,988.71	24,562.81
Total passenger train service revenue.....	6,558.44	5,979.96
Freight revenue, per mile.....	778.23	990.40
Passenger service train revenue, per mile.....	268.80	241.25

Employees, 1916: Number general officers, 3; office clerks, 1; station agents, 2; other station men, 1; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 2; machinists, 3; carpenters, 3; other shopmen, 3; section foremen, 2; other trackmen, 8; other employees, 4; total, 38. Employees, 1917: Number general officers, 3; office clerks, 1; station agents, 2; other station men, 1; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 2; machinists, 3; carpenters, 3; other shopmen, 3; section foremen, 2; other trackmen, 8; other employees, 4, total, 38.

## Durham and South Carolina Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	E. Williams.....	Lynchburg, Va.
General Manager or Superintendent.....	Miles F. Figgat.....	Durham, N. C.
Secretary and Treasurer .....	H. L. Williams.....	Lynchburg, Va.
Traffic Manager.....	Miles F. Figgat.....	Durham, N. C.

### DIRECTORS.

E. Williams, Lynchburg, Va.; H. L. Williams, Lynchburg, Va.; W. B. Harris, Lynchburg, Va.;  
Miles F. Figgat, Durham, N. C.

### ROAD OPERATED.

Durham, N. C., to Duncan, N. C. (miles) .....	42
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 500,000.00	\$ 500,000.00
Capital stock, per mile.....	11,904.00	11,904.00
Funded debt.....	300,000.00	300,000.00
Funded debt, per mile.....	7,142.00	7,142.00
Cost of road.....	827,286.23	827,286.23
Cost of road, per mile.....	19,697.29	19,697.29
Cost of equipment.....	47,304.62	47,304.62
Cost of equipment, per mile.....	1,126.30	1,126.30
Cost of road and equipment, per mile.....	20,823.59	20,823.59
Operating revenue.....	94,861.98	92,985.58
Operating expenses.....	36,968.87	44,188.33
Net operating revenue.....	57,893.11	48,797.25
Operating revenue, per mile.....	2,258.61	2,213.94
Operating expenses, per mile.....	880.21	1,052.10
Total freight revenue.....	91,879.78	89,491.98
Total passenger train service revenue.....	2,982.20	3,493.60
Freight revenue, per mile.....	2,187.61	2,130.76
Total number passengers carried earning revenue.....	6,573	6,855
Passenger service train revenue, per mile.....	\$ 71.00	\$ 83.18
Average receipts per passenger, per mile.....	.0156	.012
Taxes paid.....	1,812.00	2,222.09

Employees, 1916: Number general officers, 4; office clerks, 3; station agents, 3; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; section foremen, 4; other trackmen, 14; other employees, 1; total, 35. Employees, 1917: Number general officers, 4; office clerks, 3; station agents, 3; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; section foremen, 4; other trackmen, 14; other employees, 1; total, 35.



## Durham and Southern Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	B. N. Duke.....	511 Fifth Ave., New York, N. Y.
Vice-President.....	George W. Watts.....	Durham, N. C.
Vice-President.....	S. H. Reams.....	Durham, N. C.
Secretary.....	A. B. Canthen.....	Durham, N. C.
Treasurer.....	W. H. Smith.....	Durham, N. C.
General Counsel.....	James Fuller.....	Durham, N. C.
Auditor.....	A. B. Canthen.....	Durham, N. C.
General Manager.....	S. H. Reams.....	Durham, N. C.

### DIRECTORS.

B. N. Duke, 511 Fifth Ave., New York, N. Y.; George W. Watts, Durham, N. C.; Lawrence S. Holt, Burlington, N. C.; W. A. Erwin, West Durham, N. C.; J. B. Mason, Durham, N. C.; C. McD. Carr, Durham, N. C.; C. C. Thomas, Durham, N. C.; W. C. Bradsher, Durham, N. C.; T. B. Fuller, Durham, N. C.; S. H. Reams, Durham, N. C.; J. Harper Erwin, Durham, N. C.; H. C. Satterfield, Durham, N. C.

### ROAD OPERATED.

East Durham, N. C., to Dunn, N. C. (miles).....	56.87
Durham, N. C., to East Durham, N. C. (miles).....	2.10

### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 1,350,000.00	\$ 1,350,000.00
Capital stock, per mile.....	23,738.35	23,738.35
Cost of road.....	1,329,699.72	1,346,673.78
Cost of road, per mile.....	23,381.39	23,679.86
Cost of equipment.....	167,408.64	166,216.29
Cost of equipment, per mile.....	2,943.70	2,922.74
Cost of road and equipment, per mile.....	26,325.09	26,602.60
Operating revenue.....	375,196.43	388,039.52
Operating expenses.....	175,706.95	209,774.88
Net operating revenue.....	199,489.48	178,264.64
Operating revenue, per mile.....	6,362.49	6,580.29
Operating expenses, per mile.....	2,979.60	3,557.32
Total freight revenue.....	326,518.81	337,607.30
Total passenger train service revenue.....	40,693.71	41,501.73
Freight revenue, per mile.....	5,367.45	5,725.07
Total number passengers carried earning revenue.....	83,453	65,904
Passenger service train revenue, per mile.....	\$ 690.07	\$ 703.78
Revenue from other sources.....	7,983.91	8,930.49
Average receipts per passenger, per mile.....	.01892	.02824
Taxes paid.....	17,685.94	25,800.00
Employees:		
Number.....	125	136
Compensation.....	\$ 77,443.45	\$ 96,610.27

## East Carolina Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	Henry Clark Bridgers.....	Tarboro, N. C.
General Manager.....	Henry Clark Bridgers.....	Tarboro, N. C.
Secretary.....	A. D. Fowlkes.....	Tarboro, N. C.
Treasurer.....	Henry Clark Bridgers.....	Tarboro, N. C.
Traffic Manager.....	Henry Clark Bridgers.....	Tarboro, N. C.

### DIRECTORS.

Henry Clark Bridgers, Tarboro, N. C.; W. J. Turnage, Farmville, N. C.; John L. Bridgers, Tarboro, N. C.; J. R. Davis, Farmville, N. C.; H. P. Foxhall, Tarboro, N. C.; B. F. D. Albritton, Hookerton, N. C.; A. D. Fowlkes, Tarboro, N. C.

### ROAD OPERATED.

Tarboro, N. C., to Hookerton, N. C. (miles) .....	38.20
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 55,500.00	\$ 55,500.00
Capital stock, per mile.....	1,452.88	1,452.88
Funded debt.....	300,000.00	300,000.00
Funded debt, per mile.....	7,854.03	7,853.40
Cost of road and equipment.....	281,413.82	281,413.82
Cost of road and equipment, per mile.....	7,366.85	7,366.85
Operating revenue.....	84,500.96	92,781.60
Operating expenses.....	57,571.23	81,292.89
Net operating revenue.....	26,929.73	11,488.71
Operating revenue, per mile.....	2,212.00	2,428.84
Operating expenses, per mile.....	1,509.50	2,128.08
Total freight revenue.....	67,608.35	73,967.28
Total passenger train service revenue.....	13,570.30	17,031.38
Freight revenue, per mile.....	1,769.80	1,936.31
Total number passengers carried earning revenue.....	38,620	-----
Revenue from other sources.....	\$ 3,322.31	\$ 1,782.94
Taxes paid.....	1,471.88	2,600.64

Employees, 1917: Number general officers, 3; office clerks, 5; station agents, 7; other station men, 1; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 4; machinists, 1; carpenters, 1; other shopmen, 4; section foremen, 4; other trackmen, 16; other employees, 1; total, 53.



## East Tennessee and Western North Carolina Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	F. P. Howe.....	Johnson City, Tenn.
Vice-President and Superintendent.....	George W. Hardin.....	Johnson City, Tenn.
Secretary.....	A. H. Fisher.....	Johnson City, Tenn.
Treasurer.....	J. E. Vance.....	Johnson City, Tenn.

## DIRECTORS.

Henry Lewis, Philadelphia, Pa.; Frank P. Howe, Philadelphia, Pa.; Edger P. Earle, Philadelphia Pa.; George W. Hardin, Johnson City, Tenn.; J. H. Epps, Jonesboro, Tenn.; J. E. Vance, Johnson City, Tenn.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Buffalo Bridge, Tenn.....	Smalling, Tenn.....		2.00
Johnson City, Tenn.....	Cranberry, N. C.....	3.18	34.18
Totals.....		3.18	36.18

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 501,900.00	\$ 501,900.00
Capital stock, per mile.....	13,872.00	13,872.00
Funded debt.....	500,000.00	500,000.00
Funded debt, per mile.....	13,820.00	13,820.00
Cost of road.....	898,606.47	897,281.16
Cost of road, per mile.....	24,837.10	24,800.48
Cost of equipment.....	236,168.73	251,613.45
Cost of equipment, per mile.....	6,527.60	6,954.49
Cost of road and equipment, per mile.....	31,364.70	31,754.97
Operating revenue.....	271,161.64	288,404.04
Operating expenses.....	141,404.85	179,018.21
Net operating revenue.....	129,756.79	109,385.83
Operating revenue, per mile.....	7,494.79	7,971.37
Operating expenses, per mile.....	3,908.37	4,947.99
Total freight revenue.....	211,304.95	228,211.88
Total passenger train service revenue.....	53,528.95	54,539.33
Freight revenue, per mile.....	5,840.35	6,307.68
Total number passengers carried earning revenue.....	139,122	122,721
Passenger service train revenue, per mile.....	\$ 1,479.52	\$ 1,507.44
Revenue from other sources.....	6,327.74	5,652.83
Average receipts per passenger, per mile.....	.029222	.0287
Taxes paid.....	635.55	660.14

Employees, 1916: Number general officers, 4; office clerks, 4; station agents, 8; other station men, 12; enginemen, 5; firemen, 5; conductors, 5; other trainmen, 10; machinists, 2; carpenters, 6; other shopmen, 6; telegraph operators, 8; section foremen, 5; other trackmen, 28; other employees, 10; total, 118. Employees, 1917: Number general officers, 4; office clerks, 5; station agents, 8; other station men, 22; enginemen, 4; firemen, 4; conductors, 4; other trainmen, 9; machinists, 2; carpenters, 5; other shopmen, 8; telegraph operators, 8; section foremen, 6; other trackmen, 87; other employees, 18; total, 194.

## Elkin and Alleghany Railway Company

### OFFICERS.

President.....	John A. Mills.....	Raleigh, N. C.
General Manager or Superintendent .....	C. B. Penny.....	Elkin, N. C.
Secretary and Treasurer.....	Alex. Chatham, Jr.....	Elkin, N. C.

### DIRECTORS.

John A. Mills, Raleigh, N. C.; H. G. Chatham, Winston-Salem, N. C.; Alex. Chatham, Jr., Elkin, N. C.; J. C. Smoot, North Wilkesboro, N. C.; R. M. Chatham, Elkin, N. C.; A. Chatham, Sr., Elkin, N. C.; A. H. Eller, Winston-Salem, N. C.; T. L. Gwyn, Elkin, N. C.; G. W. Hinshaw, Winston-Salem, N. C.; A. G. Click, Elkin, N. C.; G. T. Roth, Elkin, N. C.; C. C. Smoot, North Wilkesboro, N. C.; A. M. Smith, Elkin, N. C.; R. A. Doughton, Sparta, N. C.; E. F. McNeer, Elkin, N. C.; C. W. Smith, Laurel Branch, N. C.; J. S. Atkinson, Elkin, N. C.; R. H. Hackler, Sparta, N. C.; J. F. Hendren, Elkin, N. C.; J. W. Ring, Elkin, N. C.; A. A. Woodruff, Cherry Lane, N. C.; J. M. Reece, Elkin, N. C.; John T. Miles, Cherry Lane, N. C.

### ROAD OPERATED.

Elkin, N. C., to Veneer, N. C. (miles) .....	16
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 476,300.00	\$ 476,300.00
Capital stock, per mile.....	31,753.33	29,706.00
Funded debt.....	480,000.00	672,000.00
Funded debt, per mile.....	32,000.00	42,000.00
Cost of road.....	960,974.43	1,008,494.04
Cost of road, per mile.....	64,064.96	63,030.88
Cost of equipment.....	16,411.64	18,000.00
Cost of equipment, per mile.....	1,094.11	1,125.00
Cost of road and equipment, per mile.....	75,159.07	64,155.88
Operating revenue.....	8,489.98	11,460.69
Operating expenses.....	17,905.38	16,903.73
Net operating deficit.....	9,415.40	5,443.04
Operating revenue, per mile.....	565.99	716.27
Operating expenses, per mile.....	1,193.69	1,056.48
Total freight revenue.....	6,364.27	9,665.12
Total passenger train service revenue.....	1,496.25	1,096.28
Freight revenue, per mile.....	424.28	603.95
Passenger service train revenue, per mile.....	99.75	685.18
Revenue from other sources.....	629.46	699.29
Taxes paid.....	606.25	600.00

Employees, 1916: Number general officers, 1; office clerks, 1; station agents, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; section foremen, 1; other trackmen, 5; total, 13. Employees, 1917: Number general officers, 1; office clerks, 1; station agents, 1; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; section foremen, 1; other trackmen, 7; other employees, 6; total, 21.



## Kinston Carolina Railroad and Lumber Company

### OFFICERS.

Title	Name	Official Address
President.....	C. I. Millard.....	Norfolk, Va.
General Superintendent.....	William Hayes.....	Kinston, N. C.
Secretary.....	M. S. Hawkins.....	Norfolk, Va.
Treasurer.....	M. Manly.....	Norfolk, Va.
General Freight and Passenger Agent.....	J. F. Dalton.....	Norfolk, Va.
Superintendent and Auditor.....	F. H. Hill.....	Kinston, N. C.

### DIRECTORS.

C. I. Millard, Norfolk, Va.; J. C. Nelms, Jr., Norfolk, Va.; M. S. Hawkins, Norfolk, Va.; M. Manly, Norfolk, Va.

### ROAD OPERATED.

Kinston, N. C., to Beulaville, N. C. (miles) .....	30
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile.....	1,166.66	1,166.66
Funded debt.....	15,000.00	-----
Funded debt, per mile.....	500.00	-----
Cost of road.....	55,994.53	58,129.61
Cost of road, per mile.....	1,866.48	1,937.65
Cost of equipment.....	29,083.77	30,910.27
Cost of equipment, per mile.....	969.46	1,030.34
Cost of road and equipment, per mile.....	2,835.94	2,967.99
Operating revenue.....	44,511.34	57,638.35
Operating expenses.....	33,443.88	44,780.57
Net operating revenue.....	11,067.46	12,857.78
Operating revenue, per mile.....	1,483.71	1,921.27
Operating expenses, per mile.....	1,114.80	1,492.68
Total freight revenue.....	34,705.87	44,470.72
Total passenger train service revenue.....	8,912.90	12,121.57
Freight revenue, per mile.....	1,156.84	1,482.35
Total number passengers carried earning revenue.....	17,873	21,787
Passenger service train revenue, per mile.....	\$ 297.09	\$ 404.05
Revenue from other sources.....	892.57	1,046.06
Average receipts per passenger, per mile.....	.01661	.01855
Taxes paid.....	423.74	454.18

Employees, 1916: Number general officers, 6; office clerks, 4; station agents, 3; other station men, 1; enginemen, 2; firemen, 2; conductors, 1; other trainmen, 4; machinists, 6; section foremen, 3; other trackmen, 13; total, 45. Employees, 1917: Number general officers, 6; office clerks, 5; station agents, 3; other station men, 1; enginemen, 2; firemen, 2; conductors, 1; other trainmen, 4; machinists, 1; carpenters, 1; other shopmen, 3; section foremen, 3; other trackmen, 22; other employees, 1; total, 55.

## Laurinburg and Southern Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	John F. McNair.....	Laurinburg, N. C.
General Manager or Superintendent.....	James A. Jones.....	Laurinburg, N. C.
Secretary and Treasurer.....	James A. Jones.....	Laurinburg, N. C.
Traffic Manager, 1917.....	G. Y. Jones.....	Laurinburg, N. C.

### DIRECTORS.

John F. McNair, Laurinburg, N. C.; A. A. James, Laurinburg, N. C.; G. F. Avinger, Laurinburg, N. C.; J. L. McNair, Laurinburg, N. C.; John Blue, Laurinburg, N. C.; N. G. Wade, Jacksonville, Fla.; D. M. Flynn, Jacksonville, Fla.

### ROAD OPERATED.

Johns, N. C., to Wagram, N. C. (miles) .....	18
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	2,777.77	2,777.77
Funded debt.....	100,000.00	100,000.00
Funded debt, per mile.....	5,555.55	5,555.55
Cost of road.....	144,617.95	142,140.18
Cost of road, per mile.....	8,034.33	7,896.00
Cost of equipment.....	35,347.46	30,045.33
Cost of equipment, per mile.....	1,963.74	1,669.00
Cost of road and equipment, per mile.....	9,998.07	9,565.00
Operating revenue.....	53,340.78	62,477.50
Operating expenses.....	34,981.89	37,196.06
Net operating revenue.....	18,358.89	25,281.44
Operating revenue, per mile.....	2,963.37	3,471.00
Operating expenses, per mile.....	1,943.43	2,066.00
Total freight revenue.....	50,788.03	59,679.71
Total passenger train service revenue.....	2,552.75	1,929.92
Freight revenue, per mile.....	2,821.55	3,315.00
Revenue from other sources.....		867.87
Taxes paid.....	2,415.96	1,917.49

Employees 1916: Number general officers, 2; station agents, 2; other station men, 2; engineers, 2; firemen, 2; conductors, 2; other trainmen, 2; section foremen, 1; other trackmen, 5; total, 20. Employees, 1917: Number general officers, 2; station agents, 2; other station men, 2; engineers, 1; firemen, 1; conductors, 1; other trainmen, 3; section foremen, 1; other trackmen, 5; total, 18.



## Lawndale Railway and Industrial Company

### OFFICERS.

Title	Name	Official Address
President.....	John F. Schenck.....	Lawndale, N. C.
General Manager or Superintendent.....	John F. Schenck.....	Lawndale, N. C.
Treasurer.....	John F. Schenck.....	Lawndale, N. C.
Secretary.....	F. C. Reynolds.....	70 Thomas St., New York, N. Y.
Traffic Manager.....	Carme Elam.....	Lawndale, N. C.

### DIRECTORS.

John F. Schenck, Lawndale, N. C.; John F. Schenck, Jr., Lawndale, N. C.; J. C. Reynolds, 70 Thomas St., New York, N. Y.; F. C. Reynolds, 70 Thomas St., New York, N. Y.

### ROAD OPERATED.

Lawndale, N. C., to Shelby, N. C. (miles).....	*11.46
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	6,622.51	6,622.51
Cost of road.....	56,752.20	56,881.14
Cost of road, per mile.....	6,264.04	6,278.27
Cost of equipment.....	22 138.73	22,088.73
Cost of equipment, per mile.....	2,443.56	2,438.05
Cost of road and equipment, per mile.....	8,707.60	8,716.32
Operating revenue.....	15,602.87	14,389.76
Operating expenses.....	15,933.41	14,232.29
Net operating revenue.....	†330.54	157.47
Operating revenue, per mile.....	1,361.51	1,255.65
Operating expenses, per mile.....	1,390.35	1,241.91
Total freight revenue.....	13,633.06	13,039.28
Total passenger train service revenue.....	1,969.81	1,350.48
Freight revenue, per mile.....	1,189.61	1,137.81
Passenger service train revenue, per mile.....	171.90	117.84
Taxes paid.....	266.13	432.24

Employees, 1916: Number general officers, 2; office clerks, 2; station agents, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; machinists, 1; carpenters, 1; other shopmen, 3; section foremen, 1; other trackmen, 7. Total, 24. Employees, 1917: Number general officers, 2; office clerks, 2; station agents, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; machinists, 1; carpenters, 1; other shopmen, 2; section foremen, 1; other trackmen, 6; total, 22.

\*We own 9.06 miles, and use 2.4 miles of Seaboard Air Line Railway Co.'s tracks, making 11.46 miles operated.

†Deficit.

# Linville River Railway Company

## OFFICERS.

Title	Name	Official Address
President.....	Edgar P. Earle.....	Johnson City, Tenn.
Vice-President.....	Ario Pardee.....	Johnson City, Tenn.
Secretary.....	A. H. Fisher.....	Johnson City, Tenn.
Superintendent.....	Geo. W. Hardin.....	Johnson City, Tenn.
Treasurer.....	J. E. Vance.....	Johnson City, Tenn.

## DIRECTORS.

Henry Lewis, Philadelphia, Pa.; Ario Pardee, Philadelphia, Pa.; Frank P. Howe, Philadelphia, Pa.; George W. Hardin, Johnson City, Tenn.; Edgar P. Earle, Philadelphia, Pa.; J. E. Vance, Johnson City, Tenn.; J. H. Epps, Jonesboro, Tenn.; D. W. Mackie, Cranberry, N. C.

## ROAD OPERATED.

Cranberry, N. C., to Pineola, N. C. (miles) .....	12.0
Montezuma, N. C., to Shulls Mills, N. C. (miles) .....	13.6
	25.6

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 200,000.00	\$ 300,000.00
Capital stock, per mile.....	7,812.50	11,718.75
Cost of road.....	74,093.25	75,785.35
Cost of road, per mile.....	6,174.43	2,960.37
Cost of equipment.....	16,300.00	31,300.00
Cost of equipment, per mile.....	1,358.33	1,222.65
Cost of road and equipment, per mile.....	7,532.77	4,183.02
Operating revenue.....	33,645.15	75,153.81
Operating expenses.....	30,810.08	69,195.33
Net operating revenue.....	2,835.07	5,958.48
Operating revenue, per mile.....	2,803.76	2,935.70
Operating expenses, per mile.....	2,567.50	2,702.94
Total freight revenue.....	26,566.82	58,680.71
Total passenger train service revenue.....	6,628.04	15,866.88
Freight revenue, per mile.....	2,213.90	2,292.21
Total number passengers carried earning revenue.....	233.23	393.50
Passenger service train revenue, per mile.....	552.33	619.80
Revenue from other sources.....	450.29	606.22
Average receipts per passenger per mile.....	.0420	.03549
Taxes paid.....	478.00	284.18

Employees, 1916: Number general officers, 3; office clerks, 3; station agents, 6; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 4; section foremen, 3; other trackmen, 42; other employees, 38; total, 105. Employees, 1917: Number general officers, 3; office clerks, 3; station agents, 6; enginemen, 3; firemen, 3; conductors, 3; other trainmen, 6; section foremen, 4; other trackmen, 49; other employees, 28; total, 108.



# Louisville and Nashville Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	Milton H. Smith.....	Louisville, Ky.
General Manager.....	Benjamin M. Stark.....	Louisville, Ky.
Treasurer.....	William W. Thompson.....	Louisville, Ky.
Secretary.....	J. H. Ellis.....	Louisville, Ky.
Traffic Manager—Freight.....	Charles B. Compton.....	Louisville, Ky.
Traffic Manager—Passenger.....	Wm. A. Russell.....	Louisville, Ky.

## DIRECTORS.

Milton H. Smith, Louisville, Ky.; Warren Delano, New York, N. Y.; George C. Jenkins, Baltimore, Md.; August Belmont, New York, N. Y.; Edward W. Sheldon, New York, N. Y.; George B. Elliott, Wilmington, N. C.; John I. Waterbury, Morristown, N. J.; L. W. Botts, Louisville, Ky.; Lyman Delano, Wilmington, N. C.; W. G. Oakman, New York, N. Y.; W. L. Mapother, Louisville, Ky.; H. Walters, Baltimore, Md.; F. B. Adams, New York, N. Y.

## ROAD OPERATED.

Georgia-North Carolina State Line to Murphy, N. C. (miles).....	13.20
Entire line—1916 (miles).....	5,070.36
Entire line—1917 (miles).....	5,074.07

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$72,000,000.00	\$ 72,000,000.00
Capital stock, per mile.....	14,632.42	14,545.98
Funded debt.....	171,376,825.00	169,689,825.00
Funded debt, per mile.....	34,828.58	34,282.02
Cost of road.....	217,603,975.28	221,418,346.88
Cost of road, per mile.....	44,223.24	46,331.23
Cost of equipment.....	56,452,606.81	65,416,863.31
Cost of equipment, per mile.....	11,472.75	13,494.30
Cost of road and equipment, per mile.....	55,695.99	59,825.53
Operating revenue.....	64,928,120.59	76,907,387.16
Operating expenses.....	42,042,111.35	52,998,758.54
Net operating revenue.....	22,886,009.24	23,908,628.62
Operating revenue, per mile.....	12,835.55	15,160.62
Operating expenses, per mile.....	8,311.25	10,477.55
Total freight revenue.....	47,727,974.95	55,678,079.89
Total passenger train service revenue.....	15,653,318.76	19,871,523.49
Freight revenue, per mile.....	9,435.28	10,975.72
Total number passengers carried earning revenue.....	12,516,777	14,152,986
Passenger service train revenue, per mile.....	\$ 3,093.06	\$ 3,917.24
Revenue from other sources.....	1,546,826.88	1,357,783.78
Average receipts per passenger, per mile.....	.02177	.02202
Taxes paid.....	1,245.77	1,365.56

Employees, 1916: Number general officers, 355; office clerks, 3,228; station agents, 416; other station men, 2,267; enginemen, 1,077; firemen, 1,139; conductors, 935; other trainmen, 2,948; machinists, 658; carpenters, 3,841; other shopmen, 4,641; telegraph operators, 549; section foremen, 908; other trackmen, 8,013; other employees, 5,904; total, 36,879. Employees, 1917: Number general officers, 372; office clerks, 3,594; station agents, 446; other station men, 2,524; enginemen, 1,199; firemen, 1,284; conductors, 1,076; other trainmen, 3,294; machinists, 703; carpenters, 4,214; other shopmen, 5,060; telegraph operators, 614; section foremen, 915; other trackmen, 7,514; other employees, 6,367; total, 39,176.

## Madison County Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	Edgar H. Betts.....	Troy, N. Y.
General Manager or Superintendent.....	W. N. Garrett.....	Stackhouse, N. C.
Secretary and Treasurer—1917.....	Paul J. Bean.....	Troy, N. Y.

### DIRECTORS.

E. H. Betts, Troy, N. Y.; P. J. Bean, Troy, N. Y.; A. B. Cobden, Troy, N. Y.; M. L. Davis, Troy, N. Y.; Wm. Garrett, Stackhouse, N. C.; W. H. Hardy, Troy, N. Y.

### ROAD OPERATED.

Runion, N. C., to Belya, N. C.—1917—(miles) .....	7.2
Runion, N. C., to Allanstand, N. C.—1916—(miles) .....	10.00

### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	5,000.00	6,945.00
Funded debt.....	100,000.00	100,000.00
Funded debt, per mile.....	10,000.00	13,890.00
Cost of road.....	200,000.00	127,192.65
Cost of road, per mile.....	20,000.00	-----
Cost of equipment.....	25,000.00	-----
Cost of equipment, per mile.....	2,500.00	-----
Cost of road and equipment, per mile.....	22,500.00	17,665.65
Operating revenue.....	23,226.62	39,189.03
Operating expenses.....	25,021.61	37,678.26
Net operating revenue.....	*1,794.99	1,510.77
Operating revenue, per mile.....	2,322.66	5,442.92
Operating expenses, per mile.....	2,502.16	5,233.09
Total freight revenue.....	23,137.62	39,018.93
Total passenger train service revenue.....	89.00	170.10
Freight revenue, per mile.....	2,313.76	5,419.29
Total number passengers carried earning revenue.....	356	-----
Passenger service train revenue, per mile.....	\$ 8.90	\$ 23.62
Average receipts per passenger, per mile.....	.025	-----
Taxes paid.....	-----	651.85

Employees, 1916: Number general officers, 2; office clerks, 2; enginemen, 2; firemen, 2; conductors, 1; other trainmen, 2; machinists, 5; section foremen, 3; other trackmen, 20; other employees, 3; total, 42. Employees, 1917: Number general officers, 1; office clerks, 1; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 3; machinists, 2; other shopmen, 2; section foremen, 1; other trackmen, 4; other employees, 1; total, 21.

\*Deficit.



# Maxton, Alma and Southbound Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	A. J. McKinnon.....	Alma, N. C.
General Manager and Secretary.....	C. J. Cottingham.....	Alma, N. C.
Treasurer.....	A. J. Steed.....	Alma, N. C.

## DIRECTORS.

A. J. McKinnon, Maxton, N. C.; C. J. Cottingham, Alma, N. C.; A. J. Steed, Alma, N. C.; A. L. Bullock, Rowland, N. C.; J. W. Ward, Rowland, N. C.; Sallie Lou McKinnon, Maxton, N. C.; John F. McNair, Louisburg, N. C.

## ROAD OPERATED.

Alma, N. C., to Rowland, N. C. (miles).....	15.15
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Capital stock, per mile.....	4,950.00	4,950.43
Cost of road.....	116,259.21	116,508.38
Cost of road, per mile.....	7,673.87	7,690.32
Cost of equipment.....	29,223.89	29,223.89
Cost of equipment, per mile.....	1,928.96	1,928.97
Cost of road and equipment, per mile.....	9,602.83	9,619.29
Operating revenue.....	21,771.91	27,687.46
Operating expenses.....	16,779.89	20,074.02
Net operating revenue.....	4,992.02	7,613.44
Operating revenue, per mile.....	1,437.09	1,827.55
Operating expenses, per mile.....	1,107.58	1,325.01
Total freight revenue.....	16,658.32	21,801.21
Total passenger train service revenue.....	3,912.05	4,658.51
Freight revenue, per mile.....	1,099.55	1,439.02
Total number passengers carried earning revenue.....	10,044	12,374
Passenger service train revenue, per mile.....	\$ 258.22	\$ 307.49
Revenue from other sources.....	1,201.54	1,227.74
Average receipts per passenger, per mile.....	.032142	.032146
Taxes paid.....	509.75	468.08

Employees, 1916: Number general officers, 3; office clerks, 1; station agents, 5; other station men, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; section foremen, 2; other trackmen, 8; total, 25. Employees, 1917: Number general officers, 3; office clerks, 1; station agents, 5; other station men, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; section foremen, 2; other trackmen, 8; total, 25.

## New Hanover Transit Company

### OFFICERS.

Title	Name	Official Address
President.....	A. W. Pate.....	Trust Building, Wilmington, N. C.
Secretary and Treasurer.....	Joseph J. Loughlin.....	Trust Building, Wilmington, N. C.

### DIRECTORS.

Woodus Kellum, Wilmington, N. C.; J. Sig. Zulwsky, Wilmington, N. C.; L. W. Davis, Wilmington, N. C.; Joseph J. Loughlin, Wilmington, N. C.; A. W. Pate, Wilmington, N. C.

### ROAD OPERATED.

Pier on Cape Fear River to Carolina Beach (miles) .....	3.50
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 17,500.00	\$ 17,500.00
Capital stock, per mile.....	5,000.00	5,000.00
Cost of road.....	5,000.00	5,000.00
Cost of road, per mile.....	1,425.00	1,500.00
Cost of equipment.....	1,400.00	1,400.00
Cost of equipment, per mile.....	400.00	400.00
Cost of road and equipment, per mile.....	1,825.00	1,825.00
Operating revenue.....	941.07	471.16
Operating expenses.....	1,835.67	1,746.19
Net operating revenue.....	*894.60	*1,275.03
Operating revenue, per mile.....	268.87	134.60
Operating expenses, per mile.....	524.47	498.90
Total freight revenue.....	85.69	78.35
Total passenger train service revenue.....	855.38	392.81
Freight revenue, per mile.....	24.48	22.38
Total number passengers carried earning revenue.....	9,417	3,928
Passenger service train revenue, per mile.....	\$ 244.39	\$ 112.23
Revenue from other sources.....	536.31	529.30
Average receipts per passenger, per mile.....	.013	.013
Taxes paid.....	35.07	199.47

Employees, 1916: Number general officers, 2; office clerks, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; total, 7. Employees, 1917: Number general officers, 2; office clerks, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; total, 7.

\*Deficit.



# Norfolk and Western Railway Company

YEAR ENDING DECEMBER 31, 1916.

## OFFICERS.

Title	Name	Official Address
President.....	L. E. Johnson.....	Roanoke, Va.
First Vice-President.....	N. D. Maher.....	Roanoke, Va.
Vice-President.....	Wm. G. Macdowell.....	Commercial Trust Bldg., Philadelphia, Pa.
Vice-President.....	T. S. Davant.....	Roanoke, Va.
Secretary.....	E. H. Alden.....	Commercial Trust Bldg., Philadelphia, Pa.
Treasurer.....	Jos. B. Lacy.....	Roanoke, Va.
General Counsel.....	Jos. I. Doran.....	Commercial Trust Bldg., Philadelphia, Pa.
General Solicitor.....	Theo. W. Reath.....	Commercial Trust Bldg., Philadelphia, Pa.
Comptroller.....	Joseph W. Cox.....	Roanoke, Va.
Assistant to Comptroller.....	Gooch Vaughan.....	Roanoke, Va.
Auditor of Receipts.....	Walter Macdowell.....	Roanoke, Va.
Auditor of Disbursements.....	W. H. Wilson.....	Roanoke, Va.
General Manager.....	A. C. Needles.....	Roanoke, Va.
Chief Engineer.....	Jos. E. Crawford.....	Roanoke, Va.
Superintendent Motive Power.....	W. H. Lewis.....	Roanoke, Va.
General Superintendent.....	V. A. Riton.....	Roanoke, Va.
General Superintendent.....	W. J. Jenks.....	Bluefield, W. Va.
Freight Traffic Manager.....	J. R. Ruffin.....	Roanoke, Va.
Passenger Traffic Manager.....	W. B. Beville.....	Roanoke, Va.

## DIRECTORS.

Joseph I. Doran, Philadelphia, Pa.; Victor Morawetz, New York, N. Y.; John P. Green, Philadelphia, Pa.; L. E. Johnson, Roanoke, Va.; Wm. G. Macdowell, Philadelphia, Pa.; H. C. Frick, Pittsburg, Pa.; Joseph Wood, Pittsburg, Pa.; W. W. Atterbury, Philadelphia, Pa.; N. D. Maher, Roanoke, Va.; M. C. Kennedy, Chambersburg, Pa.; D. W. Flickwir, Roanoke, Va.

## ROAD OPERATED.

State of North Carolina (miles) .....	90.56
Entire line (miles) .....	2,059.17

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$142,167,200.00	\$ 6,186,404.23
Capital stock, per mile.....	68,638.68	*68,638.68
Funded debt.....	93,894,500.00	*4,085,818.22
Funded debt, per mile.....	45,332.50	45,332.50
Cost of road.....	205,852,671.55	3,317,604.33
Cost of road, per mile.....	99,386.19	36,809.10
Cost of equipment.....	61,506,110.20	1,637,669.29
Cost of equipment, per mile.....	29,695.31	18,170.07
Cost of road and equipment, per mile.....	129,081.50	54,979.17
Operating revenue.....	59,449,981.61	709,957.18
Operating expenses.....	33,508,732.16	551,388.32
Net operating revenue.....	25,941,249.45	158,568.86
Operating revenue, per mile.....	28,582.96	7,839.63
Operating expenses, per mile.....	16,110.66	6,088.65
Total freight revenue.....	51,114,186.30	554,653.95
Total passenger train service revenue.....	7,151,866.90	129,298.78
Freight revenue, per mile.....	24,575.19	6,124.71
Total number passengers carried earning revenue.....	8,614,595	119,784
Passenger service train revenue, per mile.....	\$ 3,438.55	\$ 1,427.77
Revenue from other sources.....	1,183,928.41	26,004.45
Average receipts per passenger, per mile.....	.02145	.02223
Taxes paid.....	2,480,000.00	29,949.24
Employees: Number.....	27,169	
Employees compensation.....	\$21,751,463.58	

\*Mileage basis.



## Norfolk and Western Railway Company

YEAR ENDING DECEMBER 31, 1917.

### OFFICERS.

Title	Name	Official Address
Chairman.....	L. E. Johnson.....	Roanoke, Va.
President.....	N. D. Maher.....	Roanoke, Va.
Vice-President.....	A. C. Needles.....	Roanoke, Va.
Vice-President.....	Wm. G. Macdowell.....	Commercial Trust Bldg., Philadelphia, Pa.
Vice-President.....	T. S. Davant.....	Roanoke, Va.
Assistant to President.....	Charles S. Churchill.....	Roanoke, Va.
Secretary.....	E. H. Alden.....	Commercial Trust Bldg., Philadelphia, Pa.
Treasurer.....	Jos. B. Lacy.....	Roanoke, Va.
General Counsel.....	Jos. I. Doran.....	Commercial Trust Bldg., Philadelphia, Pa.
General Solicitor.....	Theo. W. Reath.....	Commercial Trust Bldg., Philadelphia, Pa.
Comptroller.....	Joseph W. Cox.....	Roanoke, Va.
Assistant to Comptroller.....	Gooch Vaughan.....	Roanoke, Va.
Auditor of Receipts.....	Walter Macdowell.....	Roanoke, Va.
Auditor of Disbursements.....	W. H. Wilson.....	Roanoke, Va.
General Manager.....	W. J. Jenks.....	Roanoke, Va.
Chief Engineer.....	Jos. E. Crawford.....	Roanoke, Va.
Superintendent Motive Power.....	W. H. Lewis.....	Roanoke, Va.
General Superintendent.....	V. A. Riton.....	Roanoke, Va.
General Superintendent.....	J. T. Carey.....	Bluefields, W. Va.
Freight Traffic Manager.....	J. R. Ruffin.....	Roanoke, Va.
Passenger Traffic Manager.....	W. B. Bevill.....	Roanoke, Va.

### DIRECTORS.

Joseph I. Doran, Philadelphia, Pa.; Victor Morawetz, New York, N. Y.; John P. Green, Philadelphia, Pa.; L. E. Johnson, Roanoke, Va.; Wm. G. Macdowell, Philadelphia, Pa.; H. C. Frick, Pittsburgh, Pa.; Joseph Wood, Pittsburgh, Pa.; W. W. Atterbury, Philadelphia, Pa.; N. D. Maher, Roanoke, Va.; M. C. Kennedy, Chambersburg, Pa.; D. W. Flickwir, Roanoke, Va.

### ROAD OPERATED.

State of North Carolina (miles).....	90.56
Entire line (miles).....	2,085.47

## CAPITAL STOCK, ETC.

	Entire Line	State of North Carolina
Capital stock.....	\$143,437,200.00	\$ 6,285,895.13
Capital stock, per mile.....	69,742.54	*69,742.54
Funded debt.....	93,031,500.00	*4,045,862.70
Funded debt, per mile.....	44,889.19	44,889.19
Cost of road.....	211,924,842.63	3,359,667.27
Cost of road, per mile.....	102,257.13	37,275.79
Cost of equipment.....	64,006,748.10	1,743,086.42
Cost of equipment, per mile.....	30,884.28	19,339.70
Cost of road and equipment, per mile.....	133,141.41	56,615.49
Operating revenue.....	65,910,242.04	830,898.43
Operating expenses.....	41,161,503.34	706,522.00
Net operating revenue.....	24,748,738.70	124,376.43
Operating revenue, per mile.....	31,604.50	9,175.12
Operating expenses, per mile.....	19,737.28	7,801.70
Total freight revenue.....	56,381,035.67	673,365.81
Total passenger train service revenue.....	8,323,195.53	139,590.82
Freight revenue, per mile.....	27,035.17	7,435.58
Total number passengers carried earning revenue.....	8,506,105	227,220
Passenger service train revenue, per mile.....	\$ 3,991.04	\$ 1,541.42
Revenue from other sources.....	1,206,010.84	17,941.80
Average receipts per passenger, per mile.....	.02182	.02265
Taxes paid.....	5,095,000.00	35,000.00
Number employees.....	27,791	
Employees compensation.....	\$ 26,043,517.78	

\*Mileage basis.



# Raleigh and Charleston Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	W. J. Harahan.....	Norfolk, Va.
General Manager or Superintendent.....	W. H. King, Jr.....	Norfolk, Va.
Secretary and Treasurer.....	Robt. L. Nutt.....	Portsmouth, Va.
General Freight Agent.....	E. T. Willcox.....	Norfolk, Va.

## DIRECTORS.

W. J. Harahan, Norfolk, Va.; W. Stackhouse, Marion, S. C.; C. R. Capps, Norfolk, Va.; D. O. Anderson, Marion, S. C.; E. C. Bagwell, Charleston, S. C.; Geo. B. McLeod, Lumberton, N. C.; Fritz Sitterding, Richmond, Va.; R. L. Nutt, Portsmouth, Va.; Geo. F. Armstrong, Savannah, Ga.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Lumberton, N. C.....	South Marion, S. C.....	20.76	43.00

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 574,500.00	\$ 574,500.00
Capital stock, per mile.....	13,360.46	13,360.00
Funded debt.....	550,000.00	550,000.00
Funded debt, per mile.....	12,790.70	12,790.00
Cost of road and equipment.....	1,105,892.33	1,092,316.12
Cost of road, per mile.....		25,402.70
Cost of equipment.....		22,137.94
Cost of equipment, per mile.....		514.83
Cost of road and equipment, per mile.....	25,718.42	25,917.53
Operating revenue.....	87,645.02	87,909.94
Operating expenses.....	56,014.53	60,974.17
Net operating revenue.....	31,630.49	26,935.77
Operating revenue, per mile.....	2,038.26	2,044.42
Operating expenses, per mile.....	1,302.66	1,418.01
Total freight revenue.....	69,643.87	67,555.87
Total passenger train service revenue.....	16,895.55	19,139.72
Freight revenue, per mile.....	1,619.63	1,571.06
Total number passengers carried earning revenue.....	43,579	49,123
Passenger service train revenue, per mile.....	\$ 392.92	\$ 445.11
Revenue from other sources.....	1,105.60	1,214.35
Average receipts per passenger, per mile.....	.027242	.028
Taxes paid.....	1,631.30	1,579.99

Employees, 1916: Number general officers, 2; office clerks, 3; station agents, 9; other station men, 3; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 3; machinists, 1; carpenters, 1;—other shopmen, 2; section foremen, 5; other trackmen, 19; other employees, 1; total, 55. Employees, 1917: Number general officers, 11; office clerks, 4; station agents, 9; other station men, 1; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 3; machinists, 1; carpenters, 1; other shopmen, 1; section foremen, 5; other trackmen, 24; other employees, 1; total, 67.

# Randolph and Cumberland Railway Company

## OFFICERS.

Title	Name	Official Address
President.....	S. P. McConnell.....	Carthage, N. C.
General Manager or Superintendent.....	S. P. McConnell.....	Carthage, N. C.
Secretary.....	M. McConnell.....	Carthage, N. C.
Treasurer.....	B. M. Fellows.....	111 Broadway, N. Y.
Traffic Manager.....	C. C. Yates.....	Carthage, N. C.

## DIRECTORS.

D. A. McDonald, Carthage, N. C.; B. M. Fellows, 111 Broadway, N. Y.; S. P. McConnell, Carthage, N. C.; W. G. Jennings, Carthage, N. C.; T. B. Tyson, Carthage, N. C.; John M. Sinclair, Carthage, N. C.

## ROAD OPERATED.

Cameron, N. C., to McConnell, N. C. (miles) .....	22.50
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 1,000,000.00	\$ 1,000,000.00
Capital stock, per mile.....	44,444.44	44,444.44
Funded debt.....	138,000.00	138,000.00
Funded debt, per mile.....	6,133.30	6,133.30
Cost of equipment.....	16,000.00	16,000.00
Cost of equipment, per mile.....	711.12	711.12
Operating revenue.....	24,154.92	27,792.78
Operating expenses.....	17,817.46	20,644.60
Net operating revenue.....	6,337.46	7,148.18
Operating revenue, per mile.....	1,073.55	1,235.23
Operating expenses, per mile.....	791.88	917.53
Total freight revenue.....	19,787.51	23,671.81
Total passenger train service revenue.....	2,662.26	2,426.22
Freight revenue, per mile.....	879.44	1,052.08
Total number passengers carried earning revenue.....	8,874	8,087
Passenger service train revenue, per mile.....	\$ 118.30	\$ 107.83
Revenue from other sources.....	1,705.15	1,694.75
Taxes paid.....	558.51	520.42

Employees, 1916: Number general officers, 4; office clerks, 2; station agents, 3; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; section foremen, 2; other trackmen, 8; other employees, 3; total, 28. Employees, 1917: Number general officers, 1; office clerks, 2; station agents, 3; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; section foremen, 3; other trackmen, 11; other employees, 3; total, 29.



## Red Springs and Bowmore Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	W. F. Williams.....	Red Springs, N. C.
General Manager or Superintendent.....	J. G. Williams.....	Red Springs, N. C.
Secretary and Treasurer.....	J. G. Williams.....	Red Springs, N. C.

### DIRECTORS.

Owned, and operated as a logging road by W. F. Williams and J. G. Williams, Red Springs, N. C.

### ROAD OPERATED.

Red Springs, N. C., to Logging Camp (miles) .....	10.00
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### CAPITAL STOCK, ETC.

	1916
Cost of road (our estimate).....	\$ 18,000.00
Cost of road, per mile.....	1,800.00
Cost of equipment.....	3,000.00
Cost of equipment, per mile.....	300.00
Cost of road and equipment, per mile.....	2,100.00
Operating revenue.....	1,500.00
Operating expenses.....	1,500.00
Operating revenue, per mile.....	150.00
Operating expenses, per mile.....	150.00
Total freight revenue.....	1,500.00
Freight revenue, per mile.....	150.00
Taxes paid, North Carolina.....	212.84

Employees, 1916: Number general officers, 2; office clerks, 1; enginemen, 1; firemen, 1; section foremen, 1; other trainmen, 3; other trackmen, 3; total, 12.

## Roanoke Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	J. L. Camp.....	Franklin, Va.
Vice-President.....	P. D. Camp.....	Franklin, Va.
General Manager.....	P. R. Camp.....	Franklin, Va.
General Superintendent.....	W. G. Williams.....	Franklin, Va.
Secretary and Treasurer.....	J. L. Camp, Jr.....	Franklin, Va.
Auditor and General Passenger Agent.....	J. M. Camp.....	Wallace, N. C.
General Freight Agent.....	Vaughan Camp.....	Franklin, Va.
Assistant Secretary and Treasurer.....	G. L. Camp.....	Franklin, Va.

### DIRECTORS.

J. L. Camp, Franklin, Va.; P. D. Camp, Franklin, Va.; P. R. Camp, Franklin, Va.; J. L. Camp, Jr., Franklin, Va.; G. T. Stephenson, Franklin, Va.; W. E. Daniel, Weldon, N. C.; J. M. Camp, Wallace, N. C.

### ROAD OPERATED.

Thelma, N. C., to Virginia-North Carolina State Line (miles) .....	5.64
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	8,865.25	8,865.25
Cost of road.....	124,441.18	124,441.18
Cost of road, per mile.....	22,064.04	22,064.04
Cost of equipment.....	6,000.00	6,050.00
Cost of equipment, per mile.....	1,063.83	1,063.83
Cost of road and equipment, per mile.....	23,127.87	23,127.87
Operating revenue.....	41,716.22	32,513.48
Operating expenses.....	20,944.33	23,114.28
Net operating revenue.....	20,771.89	9,399.20
Operating revenue, per mile.....	7,396.49	5,764.80
Operating expenses, per mile.....	3,713.53	4,098.27
Total freight revenue.....	41,716.22	32,513.48
Freight revenue, per mile.....	7,396.49	5,764.80
Taxes paid.....	128.21	188.43

Employees, 1916: Number general officers, 9; office clerks, 5; station agents, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; machinists, 2; carpenters, 1; other shopmen, 1; section foremen, 1; other trackmen, 8; other employees, 3; total, 36. Employees, 1917: Number general officers, 9; office clerks, 5; station agents, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; machinists, 2; carpenters, 1; other shopmen, 1; section foremen, 1; other trackmen, 8; other employees, 3; total, 36.



## Roanoke River Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	G. W. Marrow.....	Townsville, N. C.

### DIRECTORS.

G. W. Marrow, Townsville, N. C.; J. F. Marrow, Manson, N. C.; J. R. Paschal, Richmond, Va.;  
Thaners Gresham, Richmond, Va.; O. J. Sands, Richmond, Va.

### ROAD OPERATED.

Manson, N. C., to Townsville, N. C. (miles) .....	12.00
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### CAPITAL STOCK, ETC.

	1917
Capital stock.....	\$ 90,000.00
Capital stock, per mile.....	7,500.00
Funded debt.....	100,000.00
Funded debt, per mile.....	8,333.33
Cost of road.....	169,501.05
Cost of road, per mile.....	14,125.09
Cost of equipment.....	10,922.54
Cost of equipment, per mile.....	910.21
Cost of road and equipment, per mile.....	15,035.29
Operating revenue.....	12,402.46
Operating expenses.....	11,973.19
Net operating revenue.....	429.27
Operating revenue, per mile.....	1,033.54
Operating expenses, per mile.....	997.76
Total freight revenue.....	11,244.65
Total passenger train service revenue.....	1,157.81
Freight revenue, per mile.....	937.05
Total number passengers carried earning revenue.....	1,371
Passenger service train revenue, per mile.....	\$ 96.48
Average receipts per passenger, per mile.....	.33½
Taxes paid.....	274.20

Employees, 1917: Office clerks, 1; station agents, 3; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; section foremen, 1; other trackmen, 2; total, 11.

## Rockingham Railroad Company

### OFFICERS.

Title	Name	Official Address
President.....	T. C. Leak.....	Rockingham, N. C.
General Superintendent.....	J. L. Hawley.....	Rockingham, N. C.
Secretary and Treasurer.....	J. LeGrand Everett.....	Rockingham, N. C.

### DIRECTORS.

Wm. Entwistle, Rockingham, N. C.; W. C. Leak, Rockingham, N. C.; W. L. Parsons, Rockingham, N. C.; John L. Everett, Rockingham, N. C.; T. C. Leake, Rockingham, N. C.; H. C. Wall, Rockingham, N. C.

### ROAD OPERATED.

Leak, N. C., to Gibson, N. C. (miles) .....	21.4
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 72,000.00	\$ 72,000.00
Capital stock, per mile.....	3,364.48	3,364.48
Funded debt.....	250,000.00	250,000.00
Funded debt, per mile.....	11,682.24	11,682.24
Cost of road.....	295,057.88	297,199.87
Cost of road, per mile.....	13,787.75	13,887.84
Cost of equipment.....	24,984.70	24,784.70
Cost of equipment, per mile.....	1,167.51	1,158.16
Cost of road and equipment, per mile.....	14,955.26	15,046.00
Operating revenue.....	38,822.09	36,556.77
Operating expenses.....	29,181.46	33,962.94
Net operating revenue.....	9,640.63	2,593.83
Operating revenue, per mile.....	1,814.11	1,708.26
Operating expenses, per mile.....	1,363.62	1,587.05
Total freight revenue.....	37,677.40	35,219.24
Total passenger train service revenue.....	961.69	925.53
Freight revenue, per mile.....	1,760.62	1,645.75
Total number of passengers carried earning revenue.....	2,406.00	2,130.00
Passenger service train revenue, per mile.....	44.93	43.24
Revenue from other sources.....	327.00	508.00
Average receipts per passenger, per mile.....	.186	.20
Taxes paid.....	1,024.09	1,243.41

Employees, 1916: Number general officers, 3; office clerks, 1; station agents, 2; other station men, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; section foremen, 2; other trackmen, 8; total, 23. Employees, 1917: Number general officers, 3; office clerks, 1; station agents, 2; other station men, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 2; section foremen, 2; other trackmen, 8; total, 23.



# Smoky Mountain Railway Company

## OFFICERS.

Title	Name	Official Address
President.....	W. M. Ritter.....	Columbus, Ohio.
Superintendent.....	E. E. Ritter.....	Asheville, N. C.
Secretary.....	James L. Hamill.....	Columbus, Ohio.
Treasurer.....	C. B. Weakley.....	Columbus, Ohio.
Traffic Manager.....	W. E. Weakley.....	Columbus, Ohio.

## DIRECTORS.

L. C. Bell, Columbus, Ohio; W. M. Ritter, Columbus, Ohio; James L. Hamill, Columbus, Ohio; C. B. Weakley, Columbus, Ohio; R. E. Pendleton, Columbus, Ohio; S. G. Bernard, Asheville, N. C.

## ROAD OPERATED.

Ritter, N. C., to Bone Valley, N. C. (miles) .....	9.6
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	5,208.33	5,208.33
Funded debt.....	28,000.00	23,000.00
Funded debt, per mile.....	2,916.66	2,395.83
Cost of road.....	27,057.43	28,849.11
Cost of road, per mile.....	3,860.15	3,005.12
Cost of equipment.....	7,507.65	6,647.45
Cost of equipment, per mile.....	782.04	692.44
Cost of road and equipment, per mile.....	4,642.19	3,697.56
Operating revenue.....	26,364.77	27,976.03
Operating expenses.....	18,094.60	29,137.69
Net operating revenue.....	8,270.17	*1,161.66
Operating revenue, per mile.....	2,746.33	2,914.17
Operating expenses, per mile.....	1,884.85	3,035.17
Total freight revenue.....	25,693.27	27,094.12
Total passenger train service revenue.....	670.55	881.91
Freight revenue, per mile.....	2,676.38	2,822.30
Total number passengers carried earning revenue.....	4,215	5,916
Passenger service train revenue, per mile.....	\$ 69.84	\$ 91.86
Average receipts per passenger, per mile.....	.038	.036
Taxes paid.....	323.10	355.65

Employees, 1916: Office clerks, 7; station agents, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; machinists, 1; section foremen, 1; other trackmen, 8; other employees, 1; total, 24. Employees, 1917: Number general officers, 2; office clerks, 5; station agents, 2; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; section foremen, 1; other trackmen, 6; other employees, 1; total, 21.

\*Decrease.

# Tennessee and North Carolina Railroad Company

## OFFICERS.

Title	Name	Official Address
President and Receiver.....	J. G. Campbell.....	South Orange, N. J.
Superintendent.....	W. J. Parks.....	Newport, Tenn.
Secretary.....	F. H. Ely.....	Philadelphia, Pa.
Treasurer.....	D. G. Wilson.....	Philadelphia, Pa.

## DIRECTORS.

W. J. Armstrong, Philadelphia, Pa.; E. M. Bechtel, Philadelphia, Pa.; J. G. Campbell, South Orange, N. J.; H. B. Stevens, Asheville, N. C.; F. H. Ely, Philadelphia, Pa.; D. G. Wilson, Philadelphia, Pa.; R. T. Veitch, Philadelphia, Pa.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Newport Junction, Tenn.....	Cresmont, N. C.....	2.00	22.16
West Canton, N. C.....	Spruce, N. C. (Leased).....	14.95	14.95

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 625,000.00	\$ 306,100.00
Capital stock, per mile.....	31,001.98	15,183.53
Funded debt.....	465,627.89	643,100.20
Funded debt, per mile.....	23,096.62	31,899.80
Cost of road.....	752,404.02	753,108.12
Cost of road, per mile.....	37,321.63	37,356.55
Cost of equipment.....	37,697.86	36,457.02
Cost of equipment, per mile.....	1,869.93	1,808.38
Cost of road and equipment, per mile.....	39,191.56	39,164.93
Operating revenue.....	60,756.96	49,868.99
Operating expenses.....	39,965.30	29,090.63
Net operating revenue.....	20,791.66	20,778.36
Operating revenue, per mile.....	3,584.48	2,942.12
Operating expenses, per mile.....	2,357.83	1,716.26
Total freight revenue.....	45,900.23	39,617.46
Total passenger train service revenue.....	10,866.00	8,858.40
Freight revenue, per mile.....	2,707.98	2,337.31
Total number passengers carried earning revenue.....	30,580	20,563
Passenger service train revenue, per mile.....	\$ 641.07	\$ 522.62
Revenue from other sources.....	3,990.73	1,393.13
Average receipts per passenger, per mile.....	.021	.025
Taxes paid.....	999.50	1,029.02

Employees, 1916: Number general officers, 5; office clerks, 3; station agents, 10; other station men, 2; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 5; machinists, 2; other shopmen, 4; telegraph operators, 1; section foremen, 4; other trackmen, 30; other employees, 15; total, 87. Employees, 1917: Number general officers, 5; office clerks, 3; station agents, 11; other station men, 2; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 5; machinists, 2; telegraph operators, 1; other shopmen, 2; section foremen, 5; other trackmen, 26; other employees, 5; total, 73.



## The Pigeon River Railway Company

### OFFICERS.

Title	Name	Official Address
President.....	Jas. G. Campbell.....	South Orange, N. J.
Secretary.....	Fred H. Ely.....	Philadelphia, Pa.
Treasurer.....	D. G. Wilson.....	Philadelphia, Pa.

### DIRECTORS.

Jas. G. Campbell, South Orange, N. J.; R. T. Veitch, Philadelphia, Pa.; A. J. Armstrong, Philadelphia, Pa.; J. B. Anderson, Asheville, N. C.; H. B. Stevens, Asheville, N. C.

### ROAD OPERATED.

West Canton, N. C., to Spruce, N. C. (miles).....	14.95
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 200,000.00	\$ 40,000.00
Capital stock, per mile.....	13,377.92	2,675.59
Funded debt.....	299,944.54	867,494.54
Funded debt, per mile.....	20,063.18	58,026.39
Cost of road.....	337,186.24	337,186.24
Cost of road, per mile.....	22,554.27	22,554.27
Cost of equipment.....	2,758.30	2,758.30
Cost of equipment, per mile.....	184.50	184.50
Cost of road and equipment, per mile.....	22,738.77	22,738.77

NOTE.—Leased to Tennessee and North Carolina Railroad Company.

# Virginia and Carolina Southern Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	A. W. McLean.....	Lumberton, N. C.
Assistant to General Manager.....	J. Q. Beckwith.....	Lumberton, N. C.
Secretary.....	H. B. Jennings.....	Lumberton, N. C.
Treasurer.....	A. T. McLean.....	Lumberton, N. C.
General Freight and Passenger Agent.....	W. W. Davis.....	Lumberton, N. C.

## DIRECTORS.

A. W. McLean, F. P. Gray, A. T. McLean, H. B. Jennings, R. D. Caldwell, A. E. White, and L. H. Caldwell, Lumberton, N. C.

## ROAD OPERATED.

Hope Mills, N. C., to Lumberton, N. C. (miles).....	27.00
St. Pauls, N. C., to Elizabethtown, N. C. (miles).....	27.75
Lumberton Junction to North Lumberton, N. C., (miles).....	2.25
	57.00

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 141,000.00	\$ 141,000.00
Capital stock, per mile.....	2,473.68	2,474.00
Funded debt.....	524,000.00	524,000.00
Funded debt, per mile.....	9,192.98	9,193.00
Cost of road.....	649,637.77	637,245.10
Cost of road, per mile.....	11,397.15	11,179.74
Cost of equipment.....	44,478.10	38,375.57
Cost of equipment, per mile.....	780.32	673.25
Cost of road and equipment, per mile.....	12,177.47	11,852.99
Operating revenue.....	143,511.73	127,559.22
Operating expenses.....	77,922.53	46,961.60
Net operating revenue.....	65,589.20	80,597.62
Operating revenue, per mile.....	2,517.76	2,237.88
Operating expenses, per mile.....	1,367.06	823.88
Total freight revenue.....	112,944.59	97,226.76
Total passenger train service revenue.....	20,854.84	23,594.72
Freight revenue, per mile.....	1,981.48	1,705.73
Total number passengers carried earning revenue.....	47,986	88,479
Passenger service train revenue, per mile.....	\$ 365.87	\$ 413.94
Revenue from other sources.....	475.49	6,737.74
Average receipts per passenger, per mile.....	.025	.02572
Taxes paid.....	2,797.38	2,717.91

Employees, 1916: Number general officers, 6; office clerks, 1; station agents, 5; other station men, 5; enginemen, 3; firemen, 3; conductors, 3; other trainmen, 6; machinists, 2; carpenters, 1; other shopmen, 2; section foremen, 7; other trackmen, 23; other employees, 3; total, 70. Employees, 1917: Number general officers, 5; office clerks, 2; station agents, 5; other station men, 5; enginemen, 3; firemen, 3; conductors, 3; other trainmen, 8; machinists, 2; carpenters, 1; other shopmen, 2; section foremen, 7; other trackmen, 29; total, 75.



## Virginia-Carolina Railway Company

## OFFICERS.

Title	Name	Official Address
President and Treasurer.....	Geo. P. Johnson.....	Abingdon, Va.
General Superintendent.....	E. P. Kinzee.....	Abingdon, Va.
Secretary.....	E. H. Alden.....	Philadelphia, Pa.

## DIRECTORS.

Geo. P. Johnson, Abingdon, Va.; Wm. G. Macdowell, Philadelphia, Pa.; L. E. Johnson, Roanoke, Va.; Jas. I. Doran, Philadelphia, Pa.; N. D. Maher, Roanoke, Va.; E. H. Alden, Philadelphia, Pa.; Lucian H. Cocke, Roanoke, Va.

## ROAD OPERATED.

FROM—	TO—	Miles	
		North Carolina	Total
Abingdon, Va.....	Elkland, N. C.....	40.61	79.10

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 500,000.00	\$ 500,000.00
Capital stock, per mile.....	6,321.11	6,321.11
Funded debt.....	1,480,000.00	180,000.00
Funded debt, per mile.....	18,710.50	2,275.61
Cost of road.....	1,948,884.20	1,952,853.99
Cost of road, per mile.....	24,638.23	24,688.42
Cost of equipment.....	146,763.92	330,602.65
Cost of equipment, per mile.....	1,855.42	4,179.55
Cost of road and equipment, per mile.....	26,493.65	28,867.97
Operating revenue.....	252,865.46	310,777.53
Operating expenses.....	169,018.29	170,124.91
Net operating revenue.....	83,847.17	140,652.62
Operating revenue, per mile.....	3,196.77	3,928.93
Operating expenses, per mile.....	2,136.77	2,150.76
Total freight revenue.....	204,151.48	251,806.66
Total passenger train service revenue.....	47,358.08	57,066.77
Freight revenue, per mile.....	2,580.93	3,183.40
Total number passengers carried earning revenue.....	62,469	75,849
Passenger service train revenue, per mile.....	\$ 598.71	\$ 721.45
Revenue from other sources.....	3,005.45	20,807.57
Average receipts per passenger, per mile.....	.02948	.02923
Taxes paid.....	2,756.47	3,396.96

Employees, 1916: Number general officers, 6; office clerks, 5; station agents, 12; other station men, 2; enginemen, 3; firemen, 3; conductors, 3; other trainmen, 6; other shopmen, 5; section foremen, 13; other trackmen, 105; other employees, 2; total, 165; Employees, 1917: Number general officers, 7; office clerks, 8; station agents, 13; other station men, 3; enginemen, 3; firemen, 3; conductors, 3; other trainmen, 5; other shopmen, 8; telegraph operators, 1; section foremen, 5; other trackmen, 25; other employees, 4; total, 88.

## Warrenton Railroad Company

### OFFICERS.

Title	Name	Official Address
President and General Manager.....	J. M. Gardner.....	Warrenton, N. C.
Agent and Superintendent.....	B. P. Terrell.....	Warrenton, N. C.
Secretary and Treasurer.....	C. R. Rodwell.....	Warrenton, N. C.

### DIRECTORS.

W. B. Boyd, Warrenton, N. C.; R. B. Boyd, Warrenton, N. C.; H. L. Falkner, Warrenton, N. C.;  
C. E. Jackson, Warrenton, N. C.; W. G. Rogers, Warrenton, N. C.; W. P. Burwell, Warrenton, N. C.

### ROAD OPERATED.

Warrenton, N. C., to Warren Plains, N. C. (miles).....	3.00
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 13,200.00	\$ 13,200.00
Capital stock, per mile.....	4,400.00	4,400.00
Cost of road.....	14,925.57	14,775.57
Cost of road, per mile.....	4,975.19	4,925.19
Cost of equipment.....	6,463.85	6,463.85
Cost of equipment, per mile.....	2,154.61	2,154.62
Cost of road and equipment, per mile.....	7,129.80	7,079.81
Operating revenue.....	22,388.76	21,474.49
Operating expenses.....	10,469.38	13,666.09
Net operating revenue.....	11,919.38	7,808.40
Operating revenue, per mile.....	7,462.92	7,158.16
Operating expenses, per mile.....	3,489.79	4,555.36
Total freight revenue.....	20,689.55	19,796.04
Total passenger train service revenue.....	1,699.21	1,678.45
Freight revenue, per mile.....	6,896.52	6,598.68
Total number passengers carried earning revenue.....	2,578	2,488
Passenger service train revenue, per mile.....	\$ 566.40	\$ 559.48
Revenue from other sources.....	80.00	80.00
Average receipts per passenger, per mile.....	.064	.2175
Taxes paid.....	319.19	339.25

Employees, 1916: Number general officers, 5; office clerks, 3; other station men, 2; enginemen, 1; firemen, 1; other trainmen, 1; total, 13. Employees, 1917: Number general officers, 5; office clerks, 1; station agents, 1; other station men, 2; enginemen, 1; firemen, 1; other trainmen, 1; other employees, 1; total, 13.



# Washington and Vandemere Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	A. D. McLean.....	Washington, N. C.
General Manager or Superintendent.....	P. R. Albright.....	Wilmington, N. C.
Secretary.....	John H. Small.....	Washington, N. C.
Treasurer.....	Jas. F. Post.....	Wilmington, N. C.

## DIRECTORS.

A. D. McLean, Washington, N. C.; Jas. H. Small, Washington, N. C.; Geo. T. Leach, Washington, N. C.; R. D. Cronly, Wilmington, N. C.; Lyman Delano, Wilmington, N. C.

## ROAD OPERATED.

Washington, N. C., to Vandemere, N. C. (miles) .....	39.89
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 125,000.00	\$ 125,000.00
Capital stock, per mile.....	3,133.61	3,133.61
Funded debt.....	720,000.00	720,000.00
Funded debt, per mile.....	18,049.63	18,049.63
Cost of road.....	764,191.92	764,402.75
Cost of road, per mile.....	19,157.46	19,162.77
Cost of equipment.....	80,656.60	78,613.60
Cost of equipment, per mile.....	2,021.98	1,970.76
Cost of road and equipment, per mile.....	21,179.44	21,133.53
Operating revenue.....	44,035.83	60,081.07
Operating expenses.....	44,152.15	54,424.80
Net operating revenue.....	*116.32	5,656.27
Operating revenue, per mile.....	1,103.93	1,506.17
Operating expenses, per mile.....	1,106.84	1,364.37
Total freight revenue.....	28,407.57	41,629.98
Total passenger train service revenue.....	15,543.90	18,336.42
Freight revenue, per mile.....	712.14	1,043.62
Total number passengers carried earning revenue.....	28,002	31,991
Passenger service train revenue, per mile.....	\$ 389.67	\$ 459.67
Revenue from other sources.....	84.36	114.67
Average receipts per passenger, per mile.....	.0140	.02425
Taxes paid.....	1,241.34	1,621.22

Employees, 1916: Number general officers, 10; station agents, 3; enginemen, 1; firemen, 1; other, trainmen, 3; section foremen, 4; other trackmen, 12; other employees, 2; total, 36. Employees, 1917: Number general officers, 10; office clerks, 1; station agents, 3; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 3; section foremen, 4; other trackmen, 12; other employees, 1; total, 37.

\*Deficit.

## Watauga and Yadkin River Railroad Company

### OFFICERS.

Title	Name	Official Address
President and Receiver.....	W. J. Grandin.....	Grandin, N. C.
General Manager or Superintendent....	H. C. Landon.....	North Wilkesboro, N. C.
Secretary.....	R. T. Rossell.....	Pittsburg, Pa.
Treasurer.....	W. W. Beaty.....	Grandin, N. C.

### DIRECTORS.

W. J. Grandin, Receiver.

### ROAD OPERATED.

North Wilkesboro, N. C., to Grandin and Darley, N. C. (miles).....	29.20
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### CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 3,500,000.00	\$ 3,500,000.00
Capital stock, per mile.....	119,863.00	119,863.00
Funded debt.....	682,929.61	682,929.61
Funded debt, per mile.....	23,388.00	23,388.00
Cost of road.....	805,789.03	813,014.04
Cost of road, per mile.....	27,595.50	27,842.94
Cost of equipment.....	49,598.79	52,057.51
Cost of equipment, per mile.....	1,698.58	1,782.78
Cost of road and equipment, per mile.....	29,284.08	29,625.72
Operating revenue.....	24,086.51	48,850.63
Operating expenses.....	69,001.98	93,413.05
Net operating revenue.....	*44,915.47	*44,562.42
Operating revenue, per mile.....	824.89	1,672.96
Operating expenses, per mile.....	2,363.08	3,199.07
Total freight revenue.....	19,264.41	41,283.23
Total passenger train service revenue.....	4,474.61	7,222.15
Freight revenue, per mile.....	659.74	1,413.81
Total number passengers carried earning revenue.....	10,286	18,295
Passenger service train revenue, per mile.....	\$ 153.24	\$ 247.33
Revenue from other sources.....	347.49	345.25
Average receipts per passenger, per mile.....	.0264	.0264
Taxes paid.....	925.02	1,687.47

Employees, 1916: Number general officers, 3; office clerks, 4; station agents, 8; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; machinists, 1; carpenters, 1; other shopmen, 3; section foremen, 3; other trackmen, 17; other employees, 2; total, 46. Employees, 1917: Number general officers, 3; office clerks, 3; station agents, 7; other station men, 1; enginemen, 1; firemen, 1; conductors, 1; other trainmen, 1; other shopmen, 7; section foremen, 4; other trackmen, 14; other employees, 1; total, 44.

\*Deficit.



## Wellington and Powellville Railroad Company

## OFFICERS.

Title	Name	Official Address
President and Treasurer.....	Horton Corwin, Jr.....	Edenton, N. C.
Superintendent.....	W. M. Corwin.....	Ahoskie, N. C.
Secretary.....	W. D. Pruden.....	Edenton, N. C.
Traffic Manager.....	W. M. Sutton.....	Windsor, N. C.

## DIRECTORS.

Horton Corwin, Jr., Edenton, N. C.; Mrs. Elizabeth Baker, Edenton, N. C.; A. T. Baker, Edenton, N. C.; W. D. Pruden, Edenton, N. C.; E. Schryver, Cincinnati, Ohio; Mrs. F. V. S. Chapin, Detroit, Mich.; E. F. Branning, New York.

## ROAD OPERATED.

Windsor, N. C., to Ahoskie, N. C. (miles) .....	22.00
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 90,000.00	\$ 90,000.00
Capital stock, per mile.....	4,090.91	4,090.91
Cost of road and equipment.....	186,836.94	227,441.62
Cost of road and equipment, per mile.....	8,492.59	10,338.25
Operating revenue.....	55,981.31	52,123.36
Operating expenses.....	54,999.17	55,745.50
Net operating revenue.....	982.14	*3,622.14
Operating revenue, per mile.....	2,544.60	2,369.24
Operating expenses, per mile.....	2,499.96	2,533.88
Total freight revenue.....	33,896.39	38,982.86
Total passenger train service revenue.....	10,197.52	10,269.82
Freight revenue, per mile.....	1,540.74	1,771.95
Total number passengers carried earning revenue.....	16,714	11,477
Passenger service train revenue, per mile.....	\$ 463.52	\$ 466.81
Revenue from other sources.....	11,887.40	2,870.68
Average receipts per passenger, per mile.....	.03	.03
Taxes paid.....	591.81	495.46

Employees, 1916: Number general officers, 6; office clerks, 1; station agents, 5; other station men, 1; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 5; machinists, 1; carpenters, 1; other shopmen, 2; section foremen, 3; other trackmen, 15; total, 46. Employees, 1917: Number general officers, 4; office clerks, 1; station agents, 5; other station men, 1; enginemen, 2; firemen, 2; conductors, 2; other trainmen, 6; machinist, 1; carpenters, 1; other shopmen, 2; section foremen, 3; other trackmen, 16; total, 46.

\*Deficit.

# Wilmington, Brunswick and Southern Railroad Company

## OFFICERS.

Title	Name	Official Address
President.....	M. J. Corbett.....	Wilmington, N. C.
General Manager or Superintendent.....	M. W. Divine.....	Wilmington, N. C.
Secretary.....	Walker Taylor.....	Wilmington, N. C.
Treasurer.....	H. C. McQueen.....	Wilmington, N. C.
Traffic Manager.....	H. E. Goodwin.....	Southport, N. C.

## DIRECTORS.

M. J. Corbett, M. W. Divine, H. C. McQueen, Walker Taylor, J. W. Brooks, C. E. Taylor, Jr., O. Pearsall, J. W. Whitehead, Wilmington, N. C.; A. J. McKinnon, Maxton, N. C.; J. F. McNair, Laurinburg, N. C.; F. B. Gault, Lake Waccamaw, N. C.

## ROAD OPERATED.

Navassa, N. C., to Southport, N. C. (miles).....	30.2
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## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 165,000.00	\$ 165,000.00
Capital stock, per mile.....	5,463.57	5,463.57
Funded debt.....	180,000.00	180,000.00
Funded debt, per mile.....	5,960.26	5,960.26
Cost of road.....	195,000.00	195,000.00
Cost of road, per mile.....	6,456.95	6,456.95
Cost of equipment.....	14,594.41	14,594.41
Cost of equipment, per mile.....	483.25	483.25
Cost of road and equipment, per mile.....	6,940.20	6,940.20
Operating revenue.....	33,352.74	48,277.25
Operating expenses.....	40,832.65	44,501.19
Net operating revenue.....	*7,479.91	3,776.06
Operating revenue, per mile.....	1,104.39	1,598.57
Operating expenses, per mile.....	1,352.07	1,473.54
Total freight revenue.....	20,349.74	31,260.23
Total passenger train service revenue.....	12,084.06	14,260.65
Freight revenue, per mile.....	673.80	1,035.10
Total number passengers carried earning revenue.....	16,224	32,782
Passenger service train revenue, per mile.....	\$ 400.13	\$ 472.20
Revenue from other sources.....	918.94	2,756.37
Average receipts per passenger, per mile.....	.024	.022
Taxes paid.....	1,103.85	1,318.66

Employees, 1916: Number general officers, 5; office clerks, 1; station agents, 2; other station men, 1; enginemen, 1; firemen, 2; conductors, 1; other trainmen, 3; section foremen, 3; other trackmen, 14; total, 33. Employees, 1917: Number general officers, 5; office clerks, 1; station agents, 2 and 1; other station men, 2; enginemen, 2; firemen, 2; conductors, 1; other trainmen, 3; section foremen, 3; other trackmen, 14; total, 36.

\*Deficit.



# Winston-Salem Southbound Railway Company

## OFFICERS.

Title	Name	Official Address
President.....	H. E. Fries.....	Winston-Salem, N. C.
Vice-President.....	J. R. Kenly.....	Wilmington, N. C.
Secretary.....	J. F. Post, Jr.....	Wilmington, N. C.
Treasurer.....	John T. Reid.....	Wilmington, N. C.
General Attorneys.....	Craig & Volger.....	Winston-Salem, N. C.
General Auditor.....	H. C. Prince.....	Wilmington, N. C.
General Manager.....	H. E. Fries.....	Winston-Salem, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
General Superintendent.....	W. H. Johnson.....	Winston-Salem, N. C.
Traffic Manager.....	S. P. Collier, Jr.....	Winston-Salem, N. C.

## DIRECTORS.

H. E. Fries, Winston-Salem, N. C.; L. E. Johnson, Roanoke, Va.; N. D. Maher, Roanoke, Va.; Joseph I. Doran, Philadelphia, Pa.; J. R. Kenly, Wilmington, N. C.; Geo. B. Elliott, Wilmington, N. C.

## ROAD OPERATED.

Winston-Salem, N. C., to Wadesboro Junction, N. C. (miles) .....	87.70
Spurs.....	6.25
	93.95
Wadesboro, N. C., to Wadesboro Junction, N. C.—A. C. L. R. R. (miles) .....	1.75
Whitney, N. C., to Badin, N. C.—Yadkin R. R. Co. (miles) .....	4.86

## CAPITAL STOCK, ETC.

	1916	1917
Capital stock.....	\$ 125,000.00	\$ 1,245,000.00
Capital stock, per mile.....	1,475.97	13,251.73
Funded debt.....	5,000,000.00	5,000,000.00
Funded debt, per mile.....	54,259.35	53,219.79
Cost of road.....	5,401,793.24	5,488,557.32
Cost of road, per mile.....	58,619.56	58,419.98
Cost of equipment.....	290,019.98	284,278.39
Cost of equipment, per mile.....	3,147.25	3,025.85
Cost of road and equipment, per mile.....	61,766.81	61,445.83
Operating revenue.....	790,340.80	898,302.17
Operating expenses.....	356,725.81	487,449.49
Net operating revenue.....	433,614.99	410,852.68
Operating revenue, per mile.....	8,248.18	8,999.22
Operating expenses, per mile.....	3,722.87	4,883.28
Total freight revenue.....	679,721.86	772,341.26
Total passenger train service revenue.....	100,393.83	114,234.67
Freight revenue, per mile.....	7,093.74	7,737.34
Total number passengers carried earning revenue.....	148,102	151,299
Passenger service train revenue, per mile.....	\$ 1,047.73	\$ 1,144.41
Revenue from other sources.....	10,225.11	11,726.24
Average receipts per passenger, per mile.....	.02383	.02423
Taxes paid.....	28,784.91	31,598.70
Number employees.....	249	198
Employees compensation.....	\$ 152,849.80	\$ 177,336.69

## RECAPITULATION OF EARNINGS AND EXPENSES

Name of Railroad	Operating Revenue	Operating Expenses	Net Operating Revenue	Operating Revenue Per Mile of Road
Atlantic Coast Line R. R. ....	\$ 11,584,617.49	\$7,827,881.00	\$3,756,736.49	\$ 11,060.78
Norfolk Southern R. R. ....	4,625,764.69	3,212,225.34	1,413,539.35	5,838.77
Seaboard Air Line Ry. ....	8,772,875.70	5,310,467.75	3,462,407.95	13,968.88
Southern Ry. ....	19,505,515.29	12,122,732.44	7,382,782.85	15,994.68
Asheville and Craggy Mountain Ry. ....	13,879.57	9,403.96	4,475.61	3,126.03
Atlantic and Yadkin Ry. ....	496,206.53	495,995.18	211.35	3,042.35
Danville and Western Ry. ....	47,216.89	27,383.51	19,833.38	5,275.63
High Point, Randleman, Asheboro, and Southern R. R. ....	110,821.62	105,552.34	5,269.28	3,960.74
Tallulah Falls Ry. ....	32,007.59	30,663.00	1,344.59	2,207.42
Yadkin Ry. ....	309,162.22	230,220.98	78,941.24	5,919.25
Totals for above roads. ....	45,498,067.59	29,372,525.50	16,125,542.09	-----
MISCELLANEOUS RAILROADS—				
Aberdeen and Rockfish R. R. ....	111,369.19	75,856.20	35,512.99	1,870.34
Appalachian Ry. ....	8,199.68	12,292.78	*4,093.10	819.97
Asheville and East Tennessee R. R. ....	28,184.06	30,684.48	*2,500.42	3,239.55
Atlantic and Carolina R. R. ....	15,863.77	11,720.14	4,143.63	1,586.37
Atlantic and Western R. R. ....	40,805.62	36,959.58	3,846.04	1,700.23
Black Mountain Ry. ....	94,747.65	53,766.24	40,981.41	3,715.59
Bonlee and Western Ry. ....	13,773.77	13,618.73	155.04	1,252.16
Carolina and Northeastern Ry. ....	16,595.63	11,049.68	5,545.95	976.21
Carolina and Northwestern Ry. ¶	340,624.73	235,688.70	104,936.03	3,529.79
Carolina and Tennessee Southern Ry. ....	22,230.48	14,807.75	7,422.73	1,599.31
Carolina and Yadkin River Ry. ....	114,675.37	98,516.84	16,158.53	3,294.32
Carolina, Clinchfield and Ohio Ry. ....	1,553,872.23	889,763.11	664,109.12	13,235.71
Carolina R. R. ....	28,577.22	18,204.73	10,372.49	2,061.84
Cliffside R. R. ....	15,844.09	8,482.70	7,361.39	3,168.82
Dover and Southbound R. R. ....	30,542.77	22,545.84	7,996.93	1,231.55
Durham and South Carolina R. R. ....	92,985.58	44,188.33	48,797.25	2,213.94
Durham and Southern Ry. ....	388,039.52	209,774.88	178,264.64	6,580.29
East Carolina Ry. ....	92,781.60	81,292.89	11,488.71	2,428.84
East Tennessee and Western N. C. R. R. ¶	25,348.95	15,734.46	9,614.49	7,971.37
Elkin and Alleghany Ry. ....	11,460.69	16,903.73	*5,443.04	716.27
Kinston-Carolina R. R. ....	57,638.35	44,780.57	12,857.78	1,921.27
Laurinburg and Southern R. R. ....	62,477.50	37,196.06	25,281.44	3,471.00
Lawndale Ry. and Industrial Co. ....	14,389.76	14,232.29	157.47	1,255.65
Linville River Ry. ....	75,153.81	69,195.33	5,958.48	2,935.70
Louisville and Nashville R. R. ¶	200,120.18	138,303.66	61,816.52	15,160.62
Madison County Ry. ....	39,189.03	37,678.26	1,510.77	5,442.92
Maxton, Alma and Southbound R. R. ....	27,687.46	20,074.02	7,613.44	1,827.55
New Hanover Transit Co. ....	471.16	1,746.19	*1,275.03	134.60
Norfolk and Western Ry. ....	830,898.43	706,522.00	124,376.43	9,175.12
Piedmont and Northern Ry. ¶	281,290.18	150,901.81	130,388.37	8,676.44
Raleigh and Charleston R. R. ¶	42,442.16	29,437.88	13,004.28	2,044.42
Randolph and Cumberland Ry. ....	27,792.78	20,644.60	7,148.18	1,235.23
Red Springs and Bowmore R. R. †	-----	-----	-----	-----
Roanoke River Ry. ....	12,402.46	11,973.19	429.27	1,033.54
Roanoke Ry. ....	32,513.48	23,114.28	9,399.20	5,764.80
Rockingham R. R. ....	36,556.77	33,962.94	2,593.83	1,708.26
Smoky Mountain Ry. ....	27,976.03	29,137.69	*1,161.66	2,914.17
Tennessee and North Carolina R. R. ....	49,868.99	29,090.63	20,778.36	2,942.12
Virginia and Carolina Southern R. R. ....	127,559.22	46,961.60	80,597.62	2,237.88



## NORTH CAROLINA—Interstate and Intrastate

Operating Expenses Per Mile of Road	Total Freight Revenue	Total Passenger Service Train Revenue	Freight Revenue Per Mile of Road	Revenue from Other Sources	Average Receipts Per Passenger Per Mile	Passenger Service Train Revenue Per Train Mile
\$ 7,473.92	\$ 8,005,083.19	\$ 3,403,392.05	\$ 7,643.11	\$ 176,142.25	\$ .0225	\$ 1.47
4,054.56	3,237,736.36	1,279,797.18	4,086.76	108,231.15	.0196	.88
8,455.75	5,980,803.74	2,623,613.15	9,523.12	168,458.81	.02244	1.57
9,940.74	13,031,715.38	6,082,576.38	10,686.11	391,223.53	.02223	2.03
2,118.00	13,879.57	-----	3,126.03	-----	-----	-----
3,041.05	310,576.77	180,757.33	1,904.21	4,872.43	.02325	.72
3,059.61	35,440.84	11,277.09	3,959.87	498.96	.02816	-----
3,772.42	75,674.51	32,467.62	2,704.59	2,679.49	.02331	.59
2,114.69	19,098.10	11,622.04	1,317.11	1,287.45	.02963	-----
4,407.83	233,778.19	72,520.89	4,475.94	2,863.14	.02335	.93
-----	30,943,786.65	13,698,023.73	-----	856,257.21	-----	-----
1,274.04	90,546.26	14,700.75	1,520.76	6,122.18	.02750	-----
1,229.27	6,074.03	1,924.95	607.40	200.70	.0365	-----
3,526.95	2,812.60	23,407.95	323.29	1,963.51	.0153	-----
1,172.01	11,629.76	4,234.01	1,162.97	33,600.00	.0257	-----
1,539.97	34,981.31	5,319.93	1,457.55	504.38	.0139	-----
2,108.48	82,285.45	12,151.18	3,226.88	311.02	.0363	-----
1,238.07	12,226.68	956.40	1,111.52	590.69	.034	-----
649.88	14,689.92	1,905.71	864.11	-----	-----	-----
2,442.37	256,025.11	74,769.16	2,653.11	9,830.46	.028613	.94
1,065.30	16,367.15	5,067.33	1,177.49	796.00	.0249	-----
2,830.13	104,284.01	5,145.96	2,995.81	5,245.40	.0125	-----
7,578.90	1,428,969.24	112,690.76	12,171.80	12,212.23	.02341	1.32
1,313.47	23,713.51	4,530.94	1,710.93	332.77	.0293	-----
1,696.54	15,443.64	400.45	3,088.73	-----	.03	-----
909.00	24,562.81	5,979.96	990.40	-----	-----	-----
1,052.10	89,491.98	3,493.60	2,130.76	-----	.012	-----
3,557.32	337,607.30	41,501.73	5,725.07	8,930.49	.02824	.39
2,128.08	73,967.28	17,031.38	1,936.31	1,782.94	-----	-----
4,947.99	20,058.42	4,793.66	6,307.68	496.87	.0287	-----
1,056.48	9,665.12	1,096.28	603.95	699.29	-----	-----
1,492.68	44,470.72	12,121.57	1,482.35	1,046.06	.01855	-----
2,066.00	59,679.71	1,929.92	3,315.00	867.87	-----	-----
1,241.91	13,039.28	1,350.48	1,137.81	-----	-----	-----
2,702.94	58,680.71	15,866.88	2,292.21	606.22	.03549	-----
10,477.55	144,879.50	51,707.57	10,975.72	3,533.11	.02202	-----
5,233.09	39,018.93	170.10	5,419.29	-----	-----	-----
1,325.01	21,801.21	4,658.51	1,439.02	1,227.74	.032146	-----
498.90	78.35	392.81	22.38	529.30	.013	-----
7,801.70	673,365.81	139,590.82	7,435.58	17,941.80	.02265	.86
4,654.59	170,652.07	91,307.69	5,263.79	19,330.42	.02708	-----
1,418.01	32,615.20	9,240.48	1,571.06	586.48	.028	-----
917.53	23,671.81	2,426.22	1,052.08	1,694.75	-----	-----
997.76	11,244.65	1,157.81	937.05	-----	.03333	-----
4,098.27	32,513.48	-----	5,764.80	-----	-----	-----
1,587.05	35,219.24	925.53	1,645.75	508.00	.20	-----
3,035.17	27,094.12	881.91	2,822.30	-----	.036	-----
1,716.26	39,617.46	8,858.40	2,337.31	1,393.13	.025	-----
823.88	97,226.76	23,594.72	1,705.73	6,737.74	.02572	-----

## RECAPITULATION OF EARNINGS AND EXPENSES

Name of Railroad	Operating Revenue	Operating Expenses	Net Operating Revenue	Operating Revenue Per Mile of Road
<i>MISCELLANEOUS RAILROADS—Continued.</i>				
Virginia-Carolina Ry. †-----	\$ 159,553.85	\$ 87,342.36	\$ 72,211.49	\$ 3,928.93
Warrenton R. R.-----	21,474.49	13,666.09	7,808.40	7,158.16
Washington and Vandemere R. R.-----	60,081.07	54,424.80	5,656.27	1,506.17
Watauga and Yadkin River R. R.-----	48,850.63	93,413.05	*44,562.42	1,672.96
Wellington and Powellsville R. R.-----	52,123.36	55,745.50	*3,622.14	2,369.24
Wilmington, Brunswick and Southern R. R.-----	48,277.25	44,501.19	3,776.06	1,598.57
Winston-Salem Southbound Ry.-----	898,302.17	487,449.49	410,852.68	8,999.22
Totals—miscellaneous roads.-----	6,281,613.17	4,183,347.27	2,098,265.90	-----
Totals—all roads.-----	51,779,680.76	33,555,872.77	18,223,807.99	-----

\*Deficit.

†Mileage basis.

‡Abandoned.

‡Not included in operating revenue.

§\$96.00 not included in operating revenue.



## NORTH CAROLINA—Interstate and Intrastate—Continued.

Operating Expenses Per Mile of Road	Total Freight Revenue	Total Passenger Service Train Revenue	Freight Revenue Per Mile of Road	Revenue from Other Sources	Average Receipts Per Passenger Per Mile	Passenger Service Train Revenue Per Train Mile
\$ 2,150.76	\$ 129,277.87	\$ 29,298.08	\$ 3,183.40	\$ 977.90	\$ .02923	\$-----
4,555.36	19,796.04	1,678.45	6,598.68	80.00	.02175	-----
1,364.37	41,629.98	18,336.42	1,043.62	114.67	.02425	-----
3,199.07	41,283.23	7,222.15	1,413.81	345.25	.0264	-----
2,533.88	38,982.86	10,269.82	1,771.95	2,870.68	.03	-----
1,473.54	31,260.23	14,260.65	1,035.10	2,756.37	.022	-----
4,883.28	772,341.26	114,234.67	7,737.34	11,726.24	.02423	.80
-----	5,254,842.06	902,583.75	-----	128,492.66	-----	-----
=====	36,198,628.71	14,600,607.48	-----	984,749.87	=====	-----

## COST OF ROAD, CAPITAL STOCK,

Name of Railroad	Cost of Road	Capital Stock
Atlantic Coast Line R. R.*.....	\$ 41,091,071.00	\$ 15,279,950.00
Norfolk Southern R. R.*.....	23,875,060.00	13,964,632.00
Atlantic and North Carolina R. R.....	2,122,200.00	1,797,200.00
Seaboard Air Line Ry.*.....	34,897,622.00	11,278,642.00
Southern Ry. (owned lines)*.....	56,664,435.04	25,259,445.50
Southern Ry. (leased, etc.)		
Asheville and Craggy Mountain Ry.....	38,195.47	24,200.00
Asheville Southern Ry.....	53,782.25	60,000.00
Atlanta and Charlotte Air Line Ry.*.....	3,561,676.82	279,025.27
Atlantic and Danville Ry.*.....	609,745.42	173,877.50
Atlantic and Yadkin Ry.....	2,644,303.98	1,000,000.00
Carolina and Tennessee Southern Ry.....	580,311.92	60,000.00
Danville and Western Ry.*.....	258,094.28	43,418.87
High Point, Randleman, Asheboro and Southern R. R.....	663,704.95	248,000.00
North Carolina R. R.....	4,975,627.53	4,000,000.00
North Carolina Midland R. R.....	1,725,000.00	924,000.00
North and South Carolina R. R.....	112,211.00	50,000.00
Southern Railway—Carolina Division*.....	2,308,003.00	620,576.00
State University.....	31,300.00	31,300.00
Tallulah Falls Ry.*.....	422,357.75	80,837.00
Yadkin R. R.....	1,337,706.96	625,000.00
Total—leased, etc., lines.....	19,322,021.33	8,220,234.64
Totals—Southern Ry.....	75,986,456.37	33,479,680.14
Totals—A. C. L., S. A. L., N. S., and Southern.....	177,972,409.37	75,800,104.14
MISCELLANEOUS RAILROADS—		
Aberdeen and Rockfish R. R.....	435,186.58	208,800.00
Appalachian Ry.....	123,434.14	100,000.00
Asheville and East Tennessee R. R.....	115,994.12	70,000.00
Atlantic and Carolina R. R.....	69,230.00	10,000.00
Atlantic and Western R. R.....	597,575.49	303,000.00
Black Mountain Ry.....	424,670.65	50,000.00
Bonlee and Western Ry.....	66,334.01	61,700.00
Carolina and Northeastern Ry.....	124,848.73	300,000.00
Carolina and Northwestern Ry.*.....	3,163,324.97	986,250.80
Carolina and Yadkin River Ry.....	3,182,324.72	40,000.00
Carolina, Atlantic and Western Ry.\$.....		
Carolina, Clinchfield and Ohio Ry.*.....	24,332,610.46	15,805,178.10
Carolina R. R.....	94,237.83	35,000.00
Cliffside R. R.....	88,115.08	16,000.00
Dover and Southbound R. R.....	78,000.00	100,000.00
Durham and South Carolina R. R.....	874,590.85	500,000.00
Durham and Southern Ry.....	1,512,890.07	1,350,000.00
East Carolina Ry.....	281,413.82	55,500.00
East Tennessee and Western North Carolina R. R.*.....	100,980.80	44,112.96
Elkin and Allegheny Ry.....	1,026,494.04	476,300.00
Kinston-Carolina R. R.....	89,039.88	35,000.00
Laurinburg and Southern R. R.....	172,185.51	50,000.00
Lawndale Ry. and Industrial Co.....	78,969.87	60,000.00
Linville River Ry.....	107,085.35	300,000.00
Louisville and Nashville R. R.*.....	789,697.00	192,006.94
Madison County Ry.....	127,192.65	50,000.00



## FUNDED DEBT, Etc.—North Carolina

Funded Debt	Capital Stock Per Mile	Funded Debt Per Mile	Assessed Valuation	Assessed Valuation Per Mile	Taxes Paid
\$ 31,824,016.00	\$ 14,650.00	\$ 30,512.00	\$ 34,645,345.00	\$ 36,437.71	\$ 487,028.00
15,615,276.00	17,626.77	19,836.51	7,227,255.00	10,500.00	126,362.80
325,000.00	18,917.00	3,421.00	1,479,055.00	15,569.00	**-----
24,310,710.00	18,017.00	38,835.00	20,125,000.00	32,996.13	309,975.41
41,443,770.93	42,707.66	70,071.47	25,907,719.00	43,905.43	671,690.11
-----	10,708.00	-----	10,000.00	4,424.78	318.59
-----	27,522.93	-----	10,000.00	4,694.84	†-----
3,282,815.63	6,461.91	76,026.30	2,195,340.00	50,829.82	†-----
434,689.76	7,850.00	19,624.82	219,534.00	9,978.81	†-----
1,500,000.00	6,131.20	9,196.81	1,975,806.00	12,265.99	24,793.15
693,000.00	2,305.00	26,623.00	41,700.00	3,000.00	418.77
123,919.46	4,851.27	13,845.75	71,600.00	8,000.00	934.14
402,000.00	8,863.47	14,367.40	367,445.00	13,720.87	4,945.31
-----	17,893.00	-----	15,636,703.00	70,056.91	†-----
801,000.00	17,264.00	14,966.00	1,207,437.00	22,556.26	†-----
62,211.00	13,405.00	16,678.00	12,282.00	3,292.76	†-----
1,688,041.00	5,835.77	15,874.00	1,657,536.00	11,229.91	†-----
-----	3,068.63	-----	33,391.00	3,293.00	†-----
379,740.00	5,575.86	26,189.65	108,333.00	7,471.24	1,830.54
615,000.00	15,244.00	15,000.00	270,026.00	6,586.00	3,696.22
-----	-----	-----	-----	-----	-----
9,982,416.85	-----	-----	23,817,133.00	30,771.88	36,936.72
-----	-----	-----	-----	-----	-----
51,426,187.78	-----	-----	49,724,852.00	36,453.29	708,626.83
-----	-----	-----	-----	-----	-----
123,501,189.78	-----	-----	113,201,507.00	-----	923,366.21
=====	=====	=====	=====	=====	=====
177,000.00	3,506.88	2,972.79	177,000.00	3,000.00	3,840.00
-----	10,000.00	-----	21,735.00	3,500.00	354.53
35,000.00	11,041.01	5,520.00	31,700.00	5,000.00	427.77
55,000.00	1,000.00	5,500.00	14,295.00	1,500.00	39.54
303,000.00	12,620.83	12,620.83	84,000.00	3,500.00	1,470.99
775,000.00	1,960.78	30,392.16	98,638.00	4,217.10	2,806.64
-----	5,609.09	-----	33,000.00	3,000.00	422.94
147,000.00	17,647.00	8,647.00	20,000.00	2,500.00	312.91
1,692,092.25	11,297.26	19,382.50	567,000.00	6,494.85	5,984.25
1,288,600.00	1,149.09	37,018.10	121,835.00	3,500.00	1,693.32
-----	-----	-----	66,720.00	6,000.00	-----
10,938,915.23	134,626.73	93,176.45	2,798,735.00	24,000.81	47,017.29
-----	2,525.25	-----	45,500.00	3,500.00	521.32
48,079.50	3,200.00	9,615.90	21,333.00	4,266.66	425.06
-----	4,098.36	-----	61,000.00	2,500.00	-----
300,000.00	11,904.00	7,142.00	149,520.00	4,000.00	2,222.09
-----	23,738.35	-----	1,251,140.00	22,000.00	22,064.04
300,000.00	1,452.88	7,853.40	110,000.00	2,997.28	2,600.64
43,947.60	13,872.00	13,820.00	31,800.00	10,000.00	660.14
672,000.00	29,706.00	42,000.00	52,500.00	3,500.00	600.00
-----	1,166.66	-----	55,000.00	1,718.75	454.18
100,000.00	2,777.77	5,555.55	144,000.00	8,000.00	1,917.49
-----	6,622.51	-----	20,000.00	2,207.50	432.24
-----	11,718.75	-----	47,200.00	2,000.00	284.18
452,522.66	14,545.98	34,282.02	79,260.00	6,022.79	1,365.56
100,000.00	6,945.00	13,890.00	35,000.00	3,500.00	651.85

## COST OF ROAD, CAPITAL STOCK, FUNDED

Name of Railroad	Cost of Road	Capital Stock
<b>MISCELLANEOUS RAILROADS—Continued.</b>		
Maxton, Alma and Southbound R. R. ....	\$ 145,732.27	\$ 75,000.00
Mount Airy and Eastern Ry. ....		
New Hanover Transit Co. ....	6,400.00	17,500.00
Norfolk and Western Ry.* ....	5,102,753.69	6,285,895.13
Piedmont and Northern R. R.* ....	3,706,661.92	1,982,567.00
Piedmont and Northern R. R.—Belmont Spur† ....		
Raleigh and Charleston R. R.* ....	538,047.92	277,353.60
Randolph and Cumberland R. R. ....	16,000.00	1,000,000.00
Red Springs and Bowmore R. R. ....		
Roanoke River Ry. ....	180,423.59	90,000.00
Roanoke Ry. ....	130,491.18	50,000.00
Rockingham Ry. ....	321,984.57	72,000.00
Smoky Mountain Ry. ....	35,496.56	50,000.00
Tennessee and North Carolina R. R. ....	78,329.86	30,367.00
Pigeon River Ry. ....	339,944.54	40,000.00
Virginia and Carolina Southern R. R. ....	675,620.67	141,000.00
Virginia-Carolina Ry.* ....	1,172,328.26	256,700.00
Warrenton R. R. ....	21,239.42	13,200.00
Washington and Vandemere R. R. ....	843,016.35	125,000.00
Watauga and Yadkin River R. R. ....	865,071.55	3,500,000.00
Wellington and Powellsville R. R. ....	227,441.62	90,000.00
Wilmington, Brunswick and Southern R. R. ....	209,594.41	165,000.00
Winston-Salem Southbound Ry. ....	5,772,835.71	1,245,000.00
Totals—miscellaneous roads. ....	58,445,840.71	36,705,431.53
Totals—all roads. ....	236,418,250.08	112,505,535.67

\*Cost of road, capital stock, and funded debt on mileage basis.

\*\*Included in Norfolk Southern R. R.

†Included in Southern Ry.

‡Included in Tennessee and North Carolina R. R.

§Cost of road, etc., included in Seaboard Air Line Ry.

¶Cost of road, etc., included in Piedmont and Northern R. R.



## DEBT, ETC.—State of North Carolina—Continued.

Funded Debt	Capital Stock Per Mile	Funded Debt Per Mile	Assessed Valuation	Assessed Valuation Per Mile	Taxes Paid
\$-----	\$ 4,950.43	\$-----	\$ 37,875.00	\$ 2,500.00	\$ 468.08
-----	5,000.00	-----	10,000.00	2,000.00	-----
-----	-----	-----	5,450.00	1,542.85	199.47
4,045,862.70	69,742.54	44,889.19	2,227,995.00	24,802.35	35,000.00
3,770,724.65	65,237.48	124,077.81	468,800.00	20,000.00	11,280.98
-----	-----	-----	9,570.00	3,000.00	-----
265,520.40	13,360.00	12,790.00	130,000.00	6,262.04	1,579.99
138,000.00	44,444.44	6,133.30	50,000.00	2,222.22	476.79
-----	-----	-----	15,000.00	1,363.63	214.45
100,000.00	7,500.00	8,333.33	38,500.00	3,850.00	274.20
-----	8,865.25	-----	19,740.00	3,500.00	188.43
250,000.00	3,364.48	11,682.24	74,900.00	3,500.00	1,243.41
23,000.00	5,208.33	2,395.00	24,000.00	2,500.00	355.65
63,799.60	15,183.53	31,899.80	72,000.00	4,247.79	1,029.02
867,494.54	2,675.59	58,026.39	-----	-----	-----
524,000.00	2,474.00	9,193.00	218,625.00	3,993.15	2,717.91
92,412.52	6,321.11	2,275.61	244,110.00	6,011.08	3,396.96
-----	4,400.00	-----	18,000.00	6,000.00	339.25
720,000.00	3,133.61	18,049.63	90,000.00	2,250.00	1,621.22
682,929.61	119,863.00	23,388.00	116,800.00	4,000.00	1,687.47
-----	4,090.91	-----	55,000.00	2,500.00	495.46
180,000.00	5,463.57	5,960.26	80,534.00	2,666.69	1,318.66
5,000,000.00	13,251.73	53,219.79	2,104,800.00	24,000.00	27,020.99
-----	-----	-----	-----	-----	-----
34,151,901.26	-----	-----	12,249,610.00	9,721.29	189,477.36
-----	-----	-----	-----	-----	-----
157,653,091.04	-----	-----	125,451,117.00	25,250.87	1,112,843.57





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